



MID AMERICA MODIFIED SERIES - 2010 RULES & REGULATIONS

AS YOU CAN SEE BELOW THE RULES FOR THE 2010 MID AMERICA MODIFIED SERIES (MAMS) ARE **EXCEPT FOR ARTICLE 3: POINTS, PROVISIONALS, AWARDS & PROCEDURES (ARTICLE 3 APPLIES ONLY TO POINTS EARNED TOWARD THE USMTS SERIES DURING A USMTS EVENT) AND ARTICLE 3B: POINTS, PROVISIONALS, AWARDS & PROCEDURES (ARTICLE 3B APPLIES ONLY TO POINTS EARNED TOWARD THE USRA SANCTIONING BODY)** A DIRECT COPY OF THE RULES FOR THE 1010 UNITED STATES MODIFIED TOURING SERIES (USMTS). ALL RULES BELOW EXCEPT FOR **ARTICLE 3: POINTS, PROVISIONALS, AWARDS & PROCEDURES** ARE BINDING FOR THE 2010 MID AMERICA MODIFIED SERIES SEASON. IF ANY RULES BY THE USMTS ARE UPDATED OR CHANGED THEN THOSE SAME UPDATES AND CHANGES WILL APPLY TO THE MAMS.

PLEASE CONSIDER ALL REFERENCES BELOW TO THE USMTS OFFICIALS OR MAIN OFFICE TO BE DIRECTED TO THE MAMS OFFICIALS OR MAIN OFFICE DURING OR AFTER A MAMS EVENT.

UNITED STATES MODIFIED TOURING SERIES - 2010 RULES & REGULATIONS

Published December 21, 2009

THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF SPEEDWAY EVENTS AND, BY PARTICIPATING IN THESE EVENTS; ALL RACEWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.

NOTE: Significant and/or material changes from the published 2009 USMTS rules are highlighted in red. Updates to calendar dates, and changes made for grammatical purposes or to improve clarity are not highlighted.

The United States Modified Touring Series shall hereafter be simply referred to as USMTS throughout the rules description. USMTS official(s) shall include all personnel employed as an official by participating racetrack.

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ARTICLE 1: DEFINITIONS

- 1.1 Racecar: An automobile designed solely for competition on oval race tracks, controlled from within by a driver.
- 1.2 Automobile: A vehicle which carries its own motor and operates on four non-aligned complete wheels, of which two are used for steering and two for propulsion.
- 1.3 Vehicle: A man-made locomotive device propelled by constantly taking real support on the earth's surface whereas the propulsion and steering are under the control of a driver aboard the vehicle.
- 1.4 Driver: The person controlling the operation of the racecar. The driver is expected to understand how to operate the mechanisms which control the speed, direction and braking of the racecar.
- 1.5 Participant: A person directly involved in the mechanical operation and/or management of a racecar, including, but not limited to, drivers, crew members, racecar owners, sponsors and their family members.
- 1.6 Event: A USMTS-sanctioned competition between two or more competitors and their racecars. An event shall consist of practice (hot laps) and actual racing contests.
- 1.7 Official: An official shall be any person participating in the exercise of authority for enforcing or interpreting these rules. The official may also make judgments concerning the conduct of participants and declare penalties for breaches of these rules, as well as perform technical inspections on any USMTS racecar. The combination of officials may vary from week to week and from one racetrack to another.
- 1.8 Promoter: An entrepreneur who oversees the operations of the racetrack, either as a tenant or owner of the facility. Furthermore, the promoter is the person responsible for the implementation of rules, hiring staff and financial compensation to participants.
- 1.9 Cockpit: The volume of the racecar which accommodates the driver.

ARTICLE 2: GENERAL RULES

- 2.1 USMTS rules shall apply at all events. All participants are subject to the rules of the USMTS and are expected to know the rules. An expressed ignorance of USMTS rules by any participant will not be recognized as a valid argument for failure to comply with USMTS rules.
- 2.2 Approval of any racecar by an official shall mean that the racecar is approved for participation in the event and shall not be construed in any way to mean that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it

further declared that officials and/or the USMTS shall not be liable for any mechanical failure, nor for any losses, injuries or death resulting from the same.

2.3 Conduct:

- 2.3.1 Participants will conduct themselves as professionals. Any unsportsmanlike conduct by a participant shall be grounds for disqualification and/or punitive action by the USMTS. This will be strictly enforced.
- 2.3.2 Drivers are responsible for the conduct and actions of their car owners, crew members, sponsors and family members.
- 2.3.3 Absolutely no alcoholic beverage or other illegal chemical substance may be consumed by a driver prior to, or during, an event. The duration of the event shall also include all support class events run as a part of the overall program. The use, sale or distribution of illegal drugs at any time shall be cause for immediate and indefinite suspension.
- 2.3.4 Any participant who defies or violates the intent or spirit of the USMTS rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with accordingly and swiftly by the USMTS. Unsportsmanlike conduct shall include, but is not limited to, participant entering another driver's pit area; threatening or touching an official; throwing a tantrum or acting outrageous due to an official decision; removing helmet during race conditions; use of profanity or obscene language directed at officials or other participants; intentionally making contact with another racecar following the finish of race or during a race under non-racing conditions (i.e. caution periods); fighting; and/or publicly criticizing USMTS officials, rules, decisions or sponsors.
- 2.4 All drivers must be at least fourteen (14) years of age (proof of age required). Drivers under eighteen (18) years of age are required to have a signed and notarized Parental Consent Form. The Parental Consent Form must be signed by a parent or legal guardian, and must be received by USMTS headquarters prior to participation of the driver in any event.
- 2.5 The USMTS may require any driver to undergo a physical examination by a licensed health care provider prior to being allowed to participate in any event.
- 2.6 Drivers must properly display approved USMTS sponsor decals in order to participate in any cash or contingency award program related to that sponsor. Decals must be displayed on both sides of the racecar - not on deck or trunk lid - and must be of the original size and design distributed by the USMTS. At each event, drivers must properly display the approved USMTS logo decal in order to receive any points, prize money or contingency awards for that event.
- 2.7 No equipment or racecar will be considered as having been approved by reason of having passed through inspection unobserved.
- 2.8 All racecars must be able to join the race lineup on demand and unassisted, or must go to the rear of the lineup for the start of the race.
- 2.9 The USMTS reserves the right to add to, delete, supersede or modify any rule, exhibit or drawing that the USMTS deems necessary for the conduct of events and/or safety of participants. All amendments are effective on the date of publication by the USMTS regardless of when a person subject to the rules receives actual notice of the amendment.
- 2.10 Every driver must inspect the racing surface and the track area to learn of any obstructions or other defects which, in the driver's opinion, presents an unsafe condition for competition. The driver shall report any unsafe condition in writing to an official. Any driver that competes in an event is considered to have inspected the track surface and surrounding perimeter to determine that all conditions are satisfactory. If the driver does not feel that the conditions are satisfactory, the driver should not compete in the event. The driver further acknowledges that he or she is aware that auto racing involves risk, and that by competing in an event, the driver assumes these risks with full awareness and responsibility.
- 2.11 All drivers are responsible for registering their racecar for each event in order to ensure their respective starting position in each event.
- 2.12 The USMTS and/or promoter reserve the right to refuse to accept the entry of any racecar or participant. Furthermore, the USMTS and/or promoter reserves the right to revoke or cancel any entry, or any participant's claimed right to be on the racetrack's premises, if it is determined that a participant's presence or conduct is not in the best interest of the sport of auto racing, other participants, spectators, track management and/or employees of the USMTS.
- 2.13 Lighted signaling devices, hand signals or any other equipment or methods used for communication during an event between a non-competing participant and a driver is not allowed.
- 2.14 Radios and any other devices used for transmitting or listening are not allowed on the racecar. Exception: Officials may require drivers to utilize a one-way radio to enable audio communication from officials to drivers. Furthermore, racecars may be fitted with a timing transponder as supplied by officials.
- 2.15 No computers allowed on the racecar, including, but not limited to, electronic traction control devices. Any driver found to be using traction control will be subject to a minimum fine of five thousand dollars (\$5,000) and up to a lifetime suspension from all events.
- 2.16 Technical Inspections:

- 2.16.1 The top three (3) finishers in the “A” Main will be required to report to a designated tech area following the “A” Main, where mandatory and varied post-race technical inspections will be required to take place.
- 2.16.2 At the discretion of the official(s) overseeing an event, any participant may be disqualified by the official(s) for violation of any USMTS rule(s) and/or equipment and/or action(s) deemed to be hazardous to other participants or officials.
- 2.16.3 All racecars are subject to inspection by an official at any time. Any driver whom refuses to allow any inspection by an official, or terminates an inspection in progress, shall be subject to a fine of two-thousand dollars (\$2,000), suspension from all USMTS events for fourteen (14) days, loss of all points earned to-date for the current season and forfeiture of all cash and/or awards earned at the event.
- 2.16.4 Any illegal part discovered through inspection shall be confiscated by officials and forfeited by the driver. For first infraction, driver discovered to be using illegal parts of any kind shall be subject to a fine of two-thousand dollars (\$2,000), suspension from all USMTS events for fourteen (14) days, loss of all points earned to-date for the current season and forfeiture of all cash and/or awards earned at the event. For second infraction, driver discovered to be using illegal parts of any kind shall be subject to a fine of five-thousand dollars (\$5,000), suspension from all USMTS events for one (1) year, loss of all points earned to-date for the current season and forfeiture of all cash and/or awards earned at the event. Confiscated parts will be sent to manufacturer for inspection. Failure by the driver to surrender any illegal part for confiscation shall result in a separate penalty, in addition to other applicable penalties under this rule. A “part” shall be defined as any piece of the racecar and/or competitor’s apparel, including, but not limited to, tires, wheels, engine components, chassis components and fuel.
- 2.16.5 The overall weight of the racecar shall be measured at the conclusion of an event with the driver in the cockpit, wearing complete racing apparel.
- 2.16.6 All measurements must be made while the racecar is stationary on a flat horizontal surface.
- 2.17 Decisions of the USMTS are final and binding without exception.
- 2.18 These rules have been set by the USMTS and are subject to change without notice. All promoters will be informed of any changes to these rules after the date of publication, and those changes should be made available to drivers at their racetrack and/or announced at drivers meeting. The USMTS will also publish any amendments to these rules on the USMTS website at www.usmts.com.

ARTICLE 3: POINTS, PROVISIONALS, AWARDS & PROCEDURES (ARTICLE 3 APPLIES ONLY TO POINTS EARNED TOWARD THE USMTS SERIES DURING A USMTS EVENT. PLEASE SEE ARTICLE 3A FOR POINTS RELATED TO THE MAMS SERIES)

- 3.1 Licenses:
 - 3.1.1 Drivers possess a valid USMTS license in order to earn points and/or be eligible for points funds. An application may be downloaded at www.usmts.com/downloads.asp.
 - 3.1.2 The cost of a USMTS National Tour license shall be \$150 per region. The cost of a USMTS Southern Series license shall be \$200. The cost of a license for The Hunt for the USMTS National Championship (The Hunt) is \$100 (included with purchase of any other two (2) licenses).
 - 3.1.3 There is no requirement that a driver purchase a USMTS license to compete in any event. However, benefits enjoyed by licensed drivers include higher event purses and bonus payouts, increased tow money, discounted entry fees, contingency awards, points funds, increased media recognition, a personalized driver profile page at www.usmts.com and more.
 - 3.1.4 Drivers possessing a USMTS National Tour regional license are eligible to earn points for events held in the region for which they possess a license. Drivers possessing a USMTS Southern Series license are eligible to earn points in all USMTS Southern Series events. All drivers who qualify for The Hunt (see Rule 3.8) are eligible to earn points in The Hunt with the purchase of a Hunt license or any other (2) licenses (National Tour or Southern Series). Drivers who are not qualified for The Hunt may purchase a license for The Hunt and shall be eligible for all of the benefits of a licensed driver except points and points funds.
 - 3.1.5 Drivers must be licensed prior to the start of an event in order to earn points for that event. Points will not be awarded retroactively.
- 3.2 Points:
 - 3.2.1 In addition to possessing a valid USMTS license, drivers must also meet other eligibility requirements in order to earn points in an event, including, but not limited to, utilizing American Racer KK704 tires on all four wheels and displaying required USMTS and sponsor decals.

- 3.2.2 Points will be awarded to each eligible driver in the “A” Main as follows: 1st - 100 points, 2nd - 95 points, 3rd - 91 points, 4th - 87 points, 5th - 84 points, 6th - 81 points, 7th - 78 points, 8th - 76 points, 9th - 74 points, 10th - 72 points, 11th - 70 points, 12th - 68 points, 13th - 66 points, 14th - 64 points, 15th - 62 points, 16th - 60 points, 17th - 58 points, 18th - 56 points, 19th - 55 points, 20th - 54 points, 21st - 53 points, 22nd - 52 points, 23rd - 51 points. All other drivers that start the “A” Main and finish below 23rd are awarded 50 points. All eligible drivers that fail to qualify for the “A” Main are awarded 45 points.
- 3.2.3 Hard Charger Bonus: One (1) bonus point is awarded to each driver in the “A” Main for each racecar passed from the original starting spot. For instance, if a driver starts 18th and finishes 11th, that driver will earn an additional seven (7) points.
- 3.2.4 Lap Leader Bonus: Each driver that leads at least one (1) lap in the “A” Main will earn one (1) bonus point. The driver that leads the most laps in the “A” Main will earn two (2) bonus points (tie goes to the highest-finishing driver).
- 3.3 Qualifying Procedures:
- 3.3.1 The following qualifying procedures are typical, but may be altered on a per-event basis when USMTS officials deem necessary due to car count, track or weather conditions, attrition, etc.
- 3.3.2 Drivers must draw for starting positions in heat races. Cut-off for draw is typically 15 minutes prior to start of hot laps. Drivers failing to draw before cut-off time shall be lined up at the rear of the earliest heat race with the smallest starting field.
- 3.3.3 Drivers failing to start their scheduled heat race shall be scored in last place for that heat race. **Drivers shall not be allowed to start at the rear of another heat race if they fail to start their scheduled heat race.**
- 3.3.4 Heat races will award 59 points to the winner, then descending by 4 points for each finishing position thereafter (59-55-51-47-43-39, etc.). Each driver will earn an additional 1.5 points for each racecar passed in the heat race, based on actual starting position versus actual finishing position. The sum of these points shall be the driver’s Passing Points. Typically (depending on car count), the top-12 drivers in Passing Points qualify for the first 12 starting positions in the “A” Main. Of those, the top-8 drivers in Passing Points will redraw for starting positions 1 through 8, with the remaining four drivers starting “heads up” by Passing Points in positions 9 through 12. Officials may elect to stage a “dash” race among the top 8 qualifiers to determine the starting line-up (this is not typical).
- 3.3.5 **One or more “B” Mains will be staged with non-qualified drivers starting “heads up” by Passing Points. The top-12 “B” Main finishers (typical) shall start the “A” Main in positions 13 through 24, “heads up” by “B” Main finish. If a “B” Main driver qualifies for the “A” Main but is unable to start the “A” Main, the next highest finisher behind that driver in the same “B” Main shall transfer.**
- 3.3.6 **When the total number of entries for an event is 40 or less, 24 drivers shall start the “A” Main. When the total number of entries for an event is 41 or more, 26 drivers shall start the “A” Main.**
- 3.3.7 **There shall be no provisional starting spots awarded in any USMTS “A” Main.**
- 3.4 Top Dog Bonus:
- 3.4.1 In each USMTS National Tour region and The Hunt, drivers ranked among the top-10 in points will be guaranteed a minimum of \$400 in earnings at each event where that driver is among the top-10 in points for that region or The Hunt. USMTS Southern Series drivers will earn a minimum of \$300 for those among the top-10 in points and \$200 for drivers ranked 11th through 15th in points.
- 3.4.2 Drivers must have perfect attendance in the USMTS region, USMTS Southern Series or The Hunt where the event is held. Once a driver misses a single race in a particular region, USMTS Southern Series or The Hunt, that driver is no longer eligible for the Top Dog Bonus in that region, USMTS Southern Series or The Hunt.
- 3.4.3 The Top Dog Bonus will take effect beginning with the third race in each USMTS National Tour region or USMTS Southern Series. The Top Dog Bonus will take effect beginning with the first race in The Hunt.
- 3.5 Points Funds:
- 3.5.1 Points funds shall be paid out to no fewer than the top-10 finishers in USMTS National Tour and USMTS Southern Series final points. USMTS National Tour regional points funds are based on ten (10) races or more and shall be prorated if fewer races are completed in that region.
- 3.5.2 Actual points funds awarded in each USMTS National Tour region and the USMTS Southern Series shall be the percentage of actual events competed in by that driver multiplied by the amount scheduled to be paid for that position in the points standings. Points funds for The Hunt shall not be reduced because of driver attendance.
- 3.5.3 **In the event of a tie for first-place in the final points of the USMTS National Tour, the winner shall be the driver with the most wins during The Hunt. In the event of a tie for first-place in the final points of the USMTS Southern Series, the winner shall be the driver with the most wins overall. Should a tie still exist for either series, the next determining factors shall be top-5 finishes and top-10 finishes, events started, respectively.**

- 3.6 The Hunt shall be comprised of the final 10 to 18 USMTS National Tour events of the season (depending upon final schedule, rain-outs and/or other unforeseen circumstances) and shall determine the USMTS National Champion, the final USMTS National Tour points standings and subsequent points funds to be distributed. The USMTS points system (see Rule 3.2.2) shall be used at all USMTS National Tour regional events and the USMTS Southern Series, with the top-10 in the final points standings in each region and USMTS Southern Series earning 10 base points for first place, 9 base points for second place and so forth, descending to 1 base point for 10th place. Each driver who competed at all events within a USMTS National Tour region or the USMTS Southern Series prior to the first event of The Hunt also earns 5 base points, regardless of finishing position. The cumulative base points earned for all four regions and the USMTS Southern Series shall serve as the total points that each driver will start The Hunt with. The USMTS points system will be used at the remaining events in The Hunt to determine the USMTS National Champion and subsequent final points standings.
- 3.7 **The final points standings in the USMTS Southern Series shall be determined by each driver's best twenty (20) points-earning performances in all USMTS Southern Series events. In the event that fewer than 20 events are staged, all events will be used in calculating a driver's total points.**
- 3.8 Rookies:
- 3.8.1 Cash, trophies and contingencies designated for USMTS rookie drivers shall be awarded to drivers who fulfill and meet all minimum requirements as a rookie.
- 3.8.2 Driver must possess a valid USMTS license.
- 3.8.3 USMTS National Tour drivers may not have participated in more than fifteen (15) USMTS National Tour events in a single season, or more than twenty-four (24) USMTS National Tour events overall. USMTS Southern Series drivers may not have participated in more than twelve (12) USMTS Southern Series events in a single season, more than twenty (20) USMTS Southern Series events overall or more than twenty-four (24) USMTS-sanctioned events overall.
- 3.8.4 Driver may not have won a USMTS-sanctioned "A" Main during a prior season.
- 3.8.5 Driver may not have previously won a Rookie of the Year award or championship title with any similar touring series or sanctioning body.
- 3.8.6 Official decisions regarding rookie eligibility are final, binding and not subject to appeal.
- 3.8.7 **Rookie points in the USMTS National Tour shall be awarded to each rookie driver based on his/her best twenty-four (24) points-earning performances in all USMTS National Tour events.**
- 3.8.8 **Rookie points in the USMTS Southern Series shall be awarded to each rookie driver based on his/her best twenty (20) points-earning performances in all USMTS Southern Series events. In the event that fewer than 20 events are staged, all events will be used in calculating rookie points.**

ARTICLE 3A: POINTS, PROVISIONALS, AWARDS & PROCEDURES - RELATED TO THE MAMS SERIES

- 3A.1 Licenses:
- 3A.1.1 Drivers possess a valid MAMS license in order to earn points and/or be eligible for points funds. An application may be downloaded at www.midamericamodifieds.com/rules.php
- 3A.1.2 The cost of a MAMS license shall be \$75.
- 3A.1.3 There is no requirement that a driver purchase a MAMS license to compete in any event. However, benefits enjoyed by licensed drivers include the possibility of higher event purses, increased tow money, discounted entry fees, contingency awards, points funds, increased media recognition, a personalized driver profile page at www.midamericamodifieds.com/drivers.php and more.
- 3A.1.4 Drivers possessing a MAMS license are eligible to earn points for events ran under the MAMS banner.
- 3A.1.5 Drivers must be licensed prior to the start of an event in order to earn points for that event. Points will not be awarded retroactively.
- 3A.2 Points:
- 3A.2.1 In addition to possessing a valid MAMS license, drivers must also meet other eligibility requirements in order to earn points in an event, including, but not limited to, utilizing American Racer KK704 tires on all four wheels and displaying required MAMS and sponsor decals.
- 3A.2.2 Points will be awarded to each eligible MAMS driver for a **stand alone MAMS event** in the "A" Main as follows: 1st - 100 points, 2nd - 95 points, 3rd - 91 points, 4th - 87 points, 5th - 84 points, 6th - 81 points, 7th - 78 points, 8th - 76 points, 9th - 74 points, 10th - 72 points, 11th - 70 points, 12th - 68 points, 13th - 66 points, 14th - 64 points, 15th - 62 points, 16th - 60 points, 17th - 58 points, 18th - 56 points, 19th - 55 points, 20th - 54 points, 21st - 53 points, 22nd - 52 points, 23rd - 51 points. All other drivers that start the "A" Main and finish below 23rd are awarded 50 points. All eligible drivers that fail to qualify for the "A" Main are awarded 45 points.

- 3.2.3 Points will be awarded to each eligible MAMS driver for a **co-sanctioned MAMS/USMTS event** in the “A” Main as follows: Highest finishing MAMS licensed driver - 20 points, 2nd highest finishing MAMS licensed driver - 18 points, 3rd highest finishing MAMS licensed driver - 16 points, 4th highest finishing MAMS licensed driver - 14 points, 5th highest finishing MAMS licensed driver - 12 points, 6th highest finishing MAMS licensed driver - 10 points, 7th highest finishing MAMS licensed driver - 8 points, 8th highest finishing MAMS licensed driver - 6 points, 9th highest finishing MAMS licensed driver - 4 points, 10th highest finishing MAMS licensed driver - 2 points. All other MAMS licensed drivers that start the “A” Main and finish below the 10th place licensed MAMS driver are awarded 2 points. All MAMS licensed drivers that compete in a co-sanctioned USMTS/MAMS event are awarded 100 “show up” points regardless of whether they make the “A” Main or not.
- 3.2.4 Hard Charger Bonus: One (1) bonus point is awarded to each driver in the “A” Main for each racecar passed from the original starting spot. For instance, if a driver starts 18th and finishes 11th, that driver will earn an additional seven (7) points.
- 3.2.5 Lap Leader Bonus: Each driver that leads at least one (1) lap in the “A” Main will earn one (1) bonus point. The driver that leads the most laps in the “A” Main will earn two (2) bonus points (tie goes to the highest-finishing driver).
- 3A.3 Qualifying Procedures:
- 3A.3.1 The following qualifying procedures are typical, but may be altered on a per-event basis when MAMS officials deem necessary due to car count, track or weather conditions, attrition, etc.
- 3A.3.2 Drivers must draw for starting positions in heat races. Cut-off for draw is typically 15 minutes prior to start of hot laps. Drivers failing to draw before cut-off time shall be lined up at the rear of the earliest heat race with the smallest starting field.
- 3A.3.3 Drivers failing to start their scheduled heat race shall be scored in last place for that heat race. Drivers shall not be allowed to start at the rear of another heat race if they fail to start their scheduled heat race.
- 3A.3.4 Heat races will award 59 points to the winner, then descending by 4 points for each finishing position thereafter (59-55-51-47-43-39, etc.). Each driver will earn an additional 1.5 points for each racecar passed in the heat race, based on actual starting position versus actual finishing position. The sum of these points shall be the driver’s Passing Points. Typically (depending on car count), the top-12 drivers in Passing Points qualify for the first 12 starting positions in the “A” Main. Of those, the top-8 drivers in Passing Points will redraw for starting positions 1 through 8, with the remaining four drivers starting “heads up” by Passing Points in positions 9 through 12. Officials may elect to stage a “dash” race among the top 8 qualifiers to determine the starting line-up (this is not typical).
- 3A.3.5 One or more “B” Mains will be staged with non-qualified drivers starting “heads up” by Passing Points. The top 10-12 “B” Main finishers (typical) shall start the “A” Main in positions 13 through *22-*24, “heads up” by “B” Main finish. If a “B” Main driver qualifies for the “A” Main but is unable to start the “A” Main, the next highest finisher behind that driver in the same “B” Main shall transfer. *MAMS will start maximum number of “A” main qualifiers that would start at that particular track on a weekly basis.
- 3A.3.6 When the total number of entries for an event is 40 or less, *22-*24 drivers shall start the “A” Main. When the total number of entries for an event is 41 or more, *22-*26 drivers shall start the “A” Main. *MAMS will start maximum number of “A” main qualifiers that would start at that particular track on a weekly basis.
- 3A.3.7 There shall be no provisional starting spots awarded in any MAMS “A” Main unless awarded by track promoter.
- 3A.4 Points Funds:
- 3A.4.1 Points funds shall be paid out to no fewer than the top-10 finishers in the Mid America Modified Series final point standings that compete in a minimum of 70% of the completed MAMS events.
- 3A.4.2 In the event of a tie for first-place in the final points of the MAMS, the winner shall be the driver with the most wins out of the MAMS scheduled events. Should a tie still exist, the next determining factors shall be top-5 finishes and top-10 finishes, events started, respectively.
- 3A.5 Rookies:
- 3A.5.1 Cash, trophies and contingencies designated for MAMS rookie drivers shall be awarded to drivers who fulfill and meet all minimum requirements as a rookie. The “Rookie of the Year” points championship for all drivers eligible will be determined by the official points standings for the MAMS Series.
- 3A.5.2 Driver must possess a valid MAMS license.
- 3A.5.3 MAMS rookie driver contenders must race in at least 70% of the completed events.
- 3A.5.4 Driver may not have won a late model or modified feature event in the past.
- 3A.5.5 Driver may not have previously won a Rookie of the Year award or championship title with any similar touring series or sanctioning body.
- 3A.5.6 Official decisions regarding rookie eligibility are final, binding and not subject to appeal.

ARTICLE 3B: POINTS, PROVISIONALS, AWARDS & PROCEDURES - RELATED TO THE USRA SERIES

- 3B.0 Driver must possess a valid USRA license to be eligible for track and/or national point funds, cash awards and/or contingency awards. Track and/or national point funds shall be paid out as an equal percentage of events completed with a valid USRA license. For instance, if a driver has competed in 10 events prior to obtaining a USRA license, and then competes in 10 additional events after obtaining a USRA license, that driver will receive one-half (50%) of the earned points fund monies. Driver must have competed in a minimum of 50% of the events (minimum of 8 events with a minimum of 4 starts) held at any one of the sanctioned racetracks or series at which that driver earned points in order to be eligible for track and/or national points funds.
- 3B.1 Drivers competing in an event are eligible to receive national and track points at the racetrack where the points were earned for that particular class.
- 3B.2 Points will be awarded to drivers competing in events held from March 5, 2010, through October 31, 2010.
- 3B.3 Points will only be awarded for events held and officially reported to the USRA by the MAMS series.
- 3B.4 National points will be awarded to each driver in the main event as follows: 1st - 200 points, 2nd - 190 points, 3rd - 182 points, 4th - 174 points, 5th - 168 points, 6th - 162 points, 7th - 156 points, 8th - 152 points, 9th - 148 points, 10th - 144 points, 11th - 140 points, 12th - 136 points, 13th - 132 points, 14th - 128 points, 15th - 124 points, 16th - 120 points, 17th - 116 points, 18th - 112 points, 19th - 110 points, 20th - 108 points, 21st - 106 points, 22nd - 104 points, 23rd - 102 points. All other drivers that start the main event and finish below 23rd are awarded 100 points. All drivers that fail to qualify for the main event are awarded 90 points.
- 3B.5 Track points will be awarded to each driver in the main event as follows: 1st - 100 points, 2nd - 95 points, 3rd - 91 points, 4th - 87 points, 5th - 84 points, 6th - 81 points, 7th - 78 points, 8th - 76 points, 9th - 74 points, 10th - 72 points, 11th - 70 points, 12th - 68 points, 13th - 66 points, 14th - 64 points, 15th - 62 points, 16th - 60 points, 17th - 58 points, 18th - 56 points, 19th - 55 points, 20th - 54 points, 21st - 53 points, 22nd - 52 points, 23rd - 51 points. All other drivers that start the main event and finish below 23rd are awarded 50 points. All drivers that fail to qualify for the main event are awarded 45 points.
- 3B.6 Bonus Points:
- 3B.6.1 Passing Points: One (1) bonus point is awarded to each driver in the main event for each racecar passed from the actual starting spot. For instance, if a driver starts 18th and finishes 11th, that driver will earn an additional seven (7) bonus points.
- 3B.6.2 Competition Points: For each driver competing in a particular class on a given race night, bonus points equivalent to the total number of drivers will be awarded to every driver in that class. For instance, if there are 12 drivers on a given night, each driver in that class earns an additional 12 bonus points for that race night. There will be a maximum of 24 Competition Points awarded to any one driver on any given race night.
- 3B.6.3 Bonus points are awarded toward national points only. Bonus points are not awarded toward track points.
- 3B.7 A driver's best twenty (20) points nights from March 5, 2010, through October 31, 2010, will apply toward national points. At the discretion of the promoter, track points may include all USRA-sanctioned events at that track for the 2010 calendar year, or only those they designate as such.

ARTICLE 4: BODY

- 4.1 1970 or newer American compact passenger car only (no panel vans or station wagons).
- 4.2 An aluminum half-windshield may be used on driver's side of the front window opening only.
- 4.3 Stock appearing front window support units must be used (painted roll bars are not acceptable substitutes). Front window may have a support of no more than six (6) inches at bottom, going straight up to top for non-clear materials. Support may be up to ten (10) inches at bottom, going straight up to top, only if it is a clear Lexan material.
- 4.4 A minimum window opening of twelve (12) inches must be maintained on both side window openings.
- 4.5 Streamlining at top of windshield is not allowed. Bodies must have standard appearing windshield opening and corner post must follow standard configuration.
- 4.6 Original roof line of vehicle must be maintained with a maximum of five (5) inches of slope from rear to front. No more than one-half (1/2) inch stiffener allowed at the rear of the roof and must turn down perpendicular to the ground. OEM Gremlin roofs are not allowed.
- 4.7 Sail panels must be of matching design with matching styles on both sides of racecar.
- 4.8 Belly pans are not allowed. A belly pan will be defined as any object or material that alters the airflow under the racecar.

- 4.9 Panel in front of right door next to engine compartment is not allowed.
- 4.10 No racecar will be allowed to compete with excessive (to be determined by an official) body damage.
- 4.11 Spoilers:
 - 4.11.1 If utilizing a Flat Tappet/Steel Head Engine (see Rule 16.15), Brodix Aluminum Spec Head Engine (see Rule 16.16) or any engine with steel heads and a 23-degree valve angle, the maximum rear spoiler height shall be six (6) inches.
 - 4.11.2 If utilizing aluminum heads, raised runner heads or any other heads with less than a 23-degree valve angle, the maximum rear spoiler height shall be five (5) inches.
 - 4.11.3 Rear spoiler may not exceed the width of the rear deck lid and must be flush to the deck.
 - 4.11.4 A maximum of two (2) center supports and a maximum of two (2) side supports may be attached to the front of the rear spoiler. Supports may extend up to two (2) inches above and behind the rear spoiler. Each support may be a maximum of twenty (20) inches in length and must angle back from three (3) inches in the front. Supports may not be squared and may not be longer than twelve (12) inches before the break to angle to three (3) inches. If running adjustable spoiler, supports may not be more than two (2) inches from any spoiler angle. See Body Specifications diagram (Appendix A) for measurements and template.
 - 4.11.5 Fins, wings or other air spoilers (except as noted above) are not allowed.
- 4.12 The rear deck lid and/or trunk area must be covered.
- 4.13 Aluminum roofs are permitted.
- 4.14 Doors and quarter panels may be mounted a maximum of one (1) inch above the deck.
- 4.15 Excluding hood and nosepiece, the top of the body should extend no further forward than the back of the engine block. The bottom of the body may extend up to eight (8) inches forward of the back of the engine block.
- 4.16 Nose may not extend past front bumper and must be a minimum of seven (7) inches above the ground. A two (2) inch lip on the nose is permitted, but may go no further than leading edge of hood.
- 4.17 Bumpers:
 - 4.17.1 Both front and rear bumpers must be used, and must not have any sharp edges. Any inappropriate bumper will be disallowed by an official. Front bumper should be mounted from frame-end to frame-end with the bottom loop parallel to ground. Bumpers must be made of a minimum of one and one-quarter (1-1/4) inch tubing and must be able to support the racecar if lifted by a tow vehicle.
 - 4.17.2 Rear bumpers may be constructed of tubing or flat stock, and must protect the fuel cell. Center of bumpers (front and rear) must be at least sixteen (16) inches from the ground and no more than twenty (20) inches from ground. Rear bumpers may be no more than two (2) inches wider than the body on each side and may not be open-ended (must wrap around and be connected to side rail bars).
- 4.18 Appearance:
 - 4.18.1 All racecars must be numbered with large legible numbers on both sides, on top and on the nose and rear panels. Numbers on the sides of the racecar should be in contrasting color from the body and be at least four (4) inches thick and at least eighteen (18) inches high. Top numbers should be at least four (4) inches thick and twenty-four (24) inches high.
 - 4.18.2 Officials reserve the right, in the public image of the sport and/or the USMTS, to assign, approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All cars must be neat appearing and are subject to approval of officials to compete. By competing in an event, all drivers agree to comply with the decisions of officials in this regard.
- 4.19 Overall width of the racecar may not exceed 78 inches. Width shall be measured from the widest points on each side of the racecar.

ARTICLE 5: ROLL CAGES

- 5.1 Round steel tubing, seamless roll-over bars are required for the basic roll cage, and must be acceptable to officials. Acceptable tubing is as follows: one and three-quarters (1-3/4) inches by nine-tenths (.090) of an inch or one and one-half (1-1/2) inches by ninety-five one-hundredths (.095) of an inch for mild steel and DOM tubing (one and three-quarters (1-3/4) inches by eighty-three one-hundredths (.083) of an inch for chrome-moly tubing). Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded.
- 5.2 Roll bars within the driver's reach must be padded with an accepted material as determined by an official. Fire retardant material is highly recommended.
- 5.3 Installation and workmanship must be acceptable to officials.
- 5.4 Must be frame-mounted in at least six (6) places.

- 5.5 Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops.
- 5.6 With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage.
- 5.7 Must have a protective screen or bars in front window opening in front of driver's face.
- 5.8 Protection of driver's feet utilizing a bar across the back of the engine with vertical bars and rub rails or similar protection is mandatory.
- 5.9 Brace bars forward of roll cage may not be higher than the stock hood height.
- 5.10 A minimum of three (3) driver side door bars must be parallel to ground and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting in or out of the racecar. Side bars must be welded to the front and the rear of the roll cage members. Door bars with a thickness of less than nine-tenths (.090) of an inch should have four (4) bars at least one and one-half (1-1/2) inches in diameter at a minimum of eighty-three one-hundredths (.083) of an inch thickness and be gusseted in place. The door bars must have six (6) vertical studs per side of one and three-quarters (1-3/4) inches by eighty-three one-hundredths (.083) of an inch minimum seamless round tubing equally spaced.

ARTICLE 6: FRAME

- 6.1 Factory production complete full 1960 or newer parallel American passenger car frames only. Frames may be cut in rear only at a point not further than thirty-six (36) inches from center of rear end housing.
- 6.2 May only be altered for the installation of springs and shocks.
- 6.3 All components must be made of steel and be properly welded.
- 6.4 Must be full and complete on both sides, may not be widened or narrowed and must be able to support roll cage on both sides.
- 6.5 Minimum height from ground is four (4) inches. Exception: Front cross member may be notched for radiator clearance only.
- 6.6 Jeep, Bronco or similar four-wheel drive frames are not allowed. Sports car frames are not allowed. Front-wheel-drives are not allowed.
- 6.7 Rear of frame may be altered to accept leaf or coil springs.
- 6.8 Hydraulic, ratchet or electric weight jacks are not allowed anywhere on the racecar. Aluminum jack bolts are not allowed.
- 6.9 Minimum wheelbase of one-hundred eight (108) inches on both sides (no tolerance).
- 6.10 Tubular front clips are not allowed.

ARTICLE 7: COCKPIT

- 7.1 Loose objects and/or weights are not allowed.
- 7.2 Air bags are not allowed.
- 7.3 Rear view mirrors are not allowed.
- 7.4 Floor and firewall must be complete in the driver's compartment. No interior sheet metal can be higher than or enclose a standard window opening. Sheet metal in the driver's compartment must be horizontal from the top of the driver shaft tunnel to the right side door bars or angle from the top of the drive shaft tunnel upwards to the top of the right side door bars. Driver must be able to exit the racecar from both sides.
- 7.5 Steering:
 - 7.5.1 Must be OEM and must remain within original bolt pattern for type of frame used
 - 7.5.2 Rack and pinion is not allowed.
 - 7.5.4 May be modified to suit driver, but must remain on left side of cockpit (no center steering).
 - 7.5.5 Quick-release metal coupling on steering wheel is mandatory. Plastic couplings are not allowed.
- 7.6 Seat:
 - 7.6.1 Factory-manufactured racing seats are mandatory, and must be acceptable to officials.
 - 7.6.2 Homemade aluminum, plastic or fiberglass seats are not allowed.
 - 7.6.3 Must be properly installed and seat back cannot be moved back further than rear edge of quarter post.
 - 7.6.4 High-back aluminum seats only.

ARTICLE 8: SUSPENSION

- 8.1 Must remain stock-type for the type of frame being used. Steel aftermarket parts may be used as stock components as long as they mount in the stock location and are the same size as the OEM parts. This includes lower tubular A-frames. If using lower tubular A-frames, must match factory specs.
- 8.2 **Aluminum and/or titanium components are strictly forbidden. Magnet must stick to all components.**
- 8.3 Steel tube-type upper A-frames allowed and can be moved.
- 8.4 Aluminum cross shafts and wedge tubes are permitted.
- 8.5 Stock passenger car spindles only - no fabricated spindles. Bottom A-frames cannot be altered, lightened or moved.
- 8.6 Front sway bars may be used. Front sway bars must be made of steel and may be attached to the bottom A-frame using steel heim joints. Sway bars must be solid full-length OEM
- 8.7 Rear panhard bars may be used. Rear panhard bars must be made of steel and may be attached by using a minimum three-quarter (3/4) inch i.d. steel heim joint.
- 8.8 Steel coil-over eliminators or steel/aluminum coil-over kits are permitted, but must conform to shock and spring rules.
- 8.9 Suspension or rear end parts must be steel. Aluminum mounting brackets are permitted.
- 8.10 Shocks & Springs:
 - 8.10.1 One shock only per wheel is permitted.
 - 8.10.2 **Aluminum heims on shocks are not allowed (steel caps only).**
 - 8.10.3 Air shocks are not allowed.
 - 8.10.4 All coil springs must be at least four and one-half (4-1/2) inches outside diameter. Springs must be made of steel. Torsion bars are not allowed in rear.
 - 8.10.5 Canister shocks are not allowed.
 - 8.10.6 **External rubber bump stops are permitted (steel or plastic cup only).**
 - 8.10.7 Shocks shall be subject to claim, as outlined in Claim Procedures (Article 19).

ARTICLE 9: ELECTRICAL SYSTEM

- 9.1 Battery:
 - 9.1.1 Must be securely mounted.
 - 9.1.2 **One (1) 12-volt or 16-volt battery is permitted.**
 - 9.1.3 Voltage converters are not allowed.
- 9.2 Ignition:
 - 9.2.1 No magnetos or crank-triggered ignitions.
 - 9.2.2 No more than one (1) coil may be used.
 - 9.2.3 Kill switch required within easy reach of the driver. The switch must be clearly marked "off" and "on".
 - 9.2.4 MSD ignition boxes shall be subject to claim, as outlined in Claim Procedures (Article 19).

ARTICLE 10: FUEL SYSTEM

- 10.1 Fuel:
 - 10.1.1 Must be automotive gasoline or alcohol only. No additives of any kind. E85 ethanol or racing fuel is permitted. Penalty for illegal fuel is loss of points, cash and awards earned for that event.
 - 10.1.2 May not be blended with ethers or other oxygenates, and may not be blended with aniline or its derivatives, nitro compounds or other nitro containing compounds.
- 10.2 Electric fuel pumps are not allowed.
- 10.3 Carburetor:
 - 10.3.1 One (1) two-barrel, four-barrel or Predator carburetor properly installed will be permitted.
 - 10.3.2 Must be naturally aspirated.
 - 10.3.3 No fuel injection.
- 10.4 Fuel cell:
 - 10.4.1 Must be commercially manufactured and must be mounted utilizing at least two (2) steel straps. Straps must be two (2) inches wide at all measuring points.
 - 10.4.2 Must be enclosed in a steel container and must be protected in rear of axle by roll cage tubing mounted securely.

- 10.4.3 No part may be lower than protective tubing. Protective tubing must be no wider than six (6) inches on both sides.
- 10.4.4 Must have check valves.
- 10.4.5 Limited to a maximum capacity of thirty-two (32) gallons.
- 10.4.6 Must have check valves. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.

ARTICLE 11: TIRES & WHEELS

- 11.1 Wheels:
 - 11.1.1 Must be fifteen (15) inches in diameter and eight (8) inches in width.
 - 11.1.2 Stickers are not required.
 - 11.1.3 Must be reinforced steel only.
 - 11.1.4 A steel or aluminum bead lock may be used on the right front and right rear wheels only, and may be mounted on the outside of the wheel so long as it does not add over three-quarters (3/4) of an inch to the overall width of the wheel.
 - 11.1.5 Homemade mud caps are not allowed.
 - 11.1.6 Wheel covers are permitted on right side wheels only.
 - 11.1.7 Wide five wheel adaptors are not allowed.
 - 11.1.8 Steel or aluminum spacer between hub and wheel is permitted, but overall width of racecar cannot exceed 78 inches (see Rule 4.20).
 - 11.1.9 Aluminum or steel lug nuts are permitted.
- 11.2 Tires:
 - 11.2.1 American Racer G60 or KK-704 (stamped or non-stamped) tires are permitted. All non-stamped tires must be asphalt (no dirt). Some events may allow an alternative tire. Check your entry form or call (515) 832-7944 to verify.
 - 11.2.2 Softening is not allowed. Any driver caught softening, "doping" and/or adding fluids to the inside of the tire(s) shall be penalized as per Rule 2.16.4.
 - 11.2.3 Grooving and/or siping is permitted.
 - 11.2.4 Recaps are not allowed.

ARTICLE 12: BRAKING SYSTEM

- 12.1 Must be operating on all four wheels and must lock up all four wheels during inspection.
- 12.2 Must have caliper and rotor on all four wheels. Vented rotors are required on front wheels.
- 12.3 Electronic brake actuators are not allowed.
- 12.4 Calipers may not be lightened and must be OEM
- 12.5 Steel or aluminum single-piston OEM-type calipers are permitted.
- 12.6 Rotors must be steel and may not be lightened or drilled. Rotors may be re-drilled for different bolt patterns or larger studs.
- 12.7 Front-to-rear brake bias is permitted.
- 12.8 Brake shut-offs are not allowed.
- 12.9 Brake lines must be visible.

ARTICLE 13: DRIVE SHAFT

- 13.1 A loop is required and must be constructed of at least one-quarter (1/4) inch by two (2) inch solid steel. Loop must be mounted no more than six (6) inches from the front of the drive shaft tube. Alternatively, two (2) loops of one-quarter (1/4) inch by one (1) inch solid steel fastened to cross member are permitted.
- 13.2 Must be painted white.
- 13.3 Must be made of steel.

ARTICLE 14: TRANSMISSION

- 14.1 OEM three-, four- and five-speed and automatic production-types allowed.
- 14.2 "In and out" boxes are not allowed.
- 14.3 Must all be clutch-operated.
- 14.4 Bert and Brinn transmissions are permitted. With motor running and racecar in stationary position, driver must be able to engage racecar in gear and move forward, then backward, at time of inspection.
- 14.5 Clutch must be inside of bell housing for OEM production-types.
- 14.6 One (1) forward gear and one (1) reverse gear must be in working order, plus a neutral position, and must be able to be shifted by driver.
- 14.7 Clutch-type transmissions must be equipped with an explosion-proof steel bell housing. Aluminum must be SFI-approved (GM bell housing is not SFI approved).
- 14.8 Automatic, Bert or Brinn transmissions must have a guard two-hundred seventy (270) degrees around flex plate or flywheel, and must be constructed of at least one-quarter (1/4) inch steel. Alternatively, automatic transmissions may utilize an SFI-approved aftermarket guard.
- 14.9 All racecars must have the capability of starting without being pushed or pulled.

ARTICLE 15: REAR END

- 15.1 Any passenger car or truck type is permitted. No aluminum allowed except lowering blocks, axle cap and drive plate.
- 15.2 Quick change is optional: Steel tubes only; ten (10) inch ring gear only; pinion and carrier bearings must be tapered; titanium is not allowed; wide-five wheel patterns are not allowed; aluminum spools are permitted. Magnesium will be permitted until such date that the cost increases, at which time only magnesium rear ends purchased prior to that date will be permitted and must have original serial number.
- 15.3 Cambered rear ends are not allowed (one-piece drive flange only).
- 15.4 Traction devices are not allowed (includes Gold Track, True Track or similar type components).

ARTICLE 16: ENGINE

- 16.1 Must be able to be used in conventional passenger car without alteration. Motor mounts may not be removed or altered. Castings and fittings may not be changed. Machine work on outside of engine, or on front or rear of camshaft, is not allowed.
- 16.2 Total "dry sump" systems are not allowed. "Wet" system must be operative.
- 16.3 Modification of cooling system is permitted. Radiators and oil coolers may not protrude above interior.
- 16.4 Any American make may be used. Rear of engine (bell housing flange) must be mounted at least seventy-two (72) inches forward from the center line of the rear axle - NO TOLERANCE.
- 16.5 Offset must be within two (2) inches of centerline of front cross member.
- 16.6 Must be a minimum of eleven (11) inches from ground to front center of crankshaft.
- 16.7 Steel blocks only - no aluminum or titanium.
- 16.8 Overflow tubes must be directed toward the ground and inside the frame rails.
- 16.9 Radiator must be mounted in front of engine.
- 16.10 Wiring elements must be accessible for technical inspection. Any racecar advancing spots and missing will be subject to disqualification.
- 16.11 Tri-Y headers are permitted, but cannot contain stainless steel.
- 16.12 Exhaust system and/or mufflers must be mounted in such a way as to direct spent gases away from the cockpit and away from areas of possible fuel spillage.
- 16.13 Mufflers are recommended. Mufflers may be required at track's discretion.
- 16.14 Roller cams are permitted.
- 16.15 **Engine type shall determine overall weight of racecar (see Rule 17.1) and spoiler height (see Rule 4.11.1).**
- 16.16 Flat Tappet/Steel Head Engines:
 - 16.16.1 Stock diameter lifters only. Mushroom lifters are not allowed.
 - 16.16.2 Stud girdles and shaft rockers are permitted.
 - 16.16.3 Engine components must be of matching manufacturers (i.e. Chevy for Chevy).
- 16.17 BRODIX Aluminum Spec Head Engines:

- 16.17.1 Removing, relocating, grinding, polishing or defacing of any cast letters or numbers is strictly forbidden.
- 16.17.2 May be angle milled, but valve angle must remain within one (1) degree of original manufactured specification. Valve guides must retain original angle and spacing as manufactured. Valve guides may not be tapered, thinned or shortened whatsoever.
- 16.17.3 Absolutely no welding or adding material of any kind.
- 16.17.4 Removal of material is not allowed, except for pushrod clearance. Factory CNC chamber may not be altered in any way.
- 16.17.5 Absolutely no enlarging, relocating or other altering of any bolt hole, dowel hole or threaded hole, except to spot face bolt holes after angle milling.
- 16.17.6 Heli coils may be used for repairs.
- 16.17.7 Absolutely no grinding or polishing of any kind anywhere on the casting, except for pushrod clearance.
- 16.17.8 Internally repaired BRODIX Aluminum Spec Head must be recertified by BRODIX. Various BRODIX Aluminum Spec Head checking fixtures will be used by officials to check all specifications and dimensions.
- 16.17.9 Approved product numbers for the BRODIX Aluminum Spec Head are as follows:
 - SP CH USMTS/USMTS (Chevrolet)
 - SP FO USMTS/USMTS (Ford)
 - SP MO USMTS/USMTS (Mopar)

For more information, call BRODIX at (479) 394-1075 or visit www.brodix.com online.

ARTICLE 17: WEIGHT

- 17.1 Overall Racecar Weight:
 - 17.1.1 If utilizing a Flat Tappet/Steel Head Engine (see Rule 16.15) or Brodix Aluminum Spec Head Engine (see Rule 16.16), the overall weight of the racecar must be a minimum of two-thousand four-hundred (2,400) pounds.
 - 17.1.2 If utilizing steel heads with a 23-degree valve angle, the overall weight of the racecar must be a minimum of two-thousand four-hundred fifty (2,450) pounds.
 - 17.1.3 If utilizing aluminum or raised runner heads other than the Brodix Aluminum Spec Heads, the overall weight of the racecar must be a minimum of two-thousand five-hundred (2,500) pounds.
 - 17.1.4 If utilizing aluminum heads other than the Brodix Aluminum Spec Heads, racecar must have (25) pounds of weight in front of mid-plate.
- 17.2 Ballast:
 - 17.2.1 May not be mounted in cockpit, or outside of body or hood area.
 - 17.2.2 Must be securely mounted, painted white and clearly marked with the car number.
 - 17.2.3 Must be attached with at least two (2) one-half (1/2) inch bolts.
 - 17.2.4 May not be attached to rear bumper.

ARTICLE 18: SAFETY

- 18.1 It is recommended that each racecar have built-in fire extinguishing equipment, but cannot be of the dry powder type (must be Halon 1211 or equivalent).
- 18.2 Drivers should have in their pit area as part of their equipment, at all times, a fully charged dry chemical, Halon (or its equivalent) fire extinguisher. Ten (10) or thirteen (13) pound fire extinguishers are highly recommended.
- 18.3 Driver must wear required helmet, fire suit and five-point safety harness whenever the racecar is on the racetrack. This includes during track packing, warm ups, hot laps and races.
- 18.4 Helmets are mandatory and must be an approved SHCA or Snell-type full coverage.
- 18.5 Helmets should accompany driver and racecar at time of inspection.
- 18.6 Helmets of at least Snell SA2000 or SA2005 rating are mandatory.
- 18.7 Complete one- or two-piece fire suits of a flame retardant nature must be worn by all drivers at all times when the racecar is on the racetrack. This includes during track packing, warm ups, hot laps and races.
- 18.8 SFI-approved fire-resistant gloves and shoes are mandatory.

- 18.9 Five-point safety belts, sub-belt and shoulder harness is required. Factory-type shoulder belts or straps are not allowed.
- 18.10 Metal to metal buckles are required on shoulder and seat belts.
- 18.11 Shoulder harness must be mounted securely to the roll cage. It is recommended that seat belts and shoulder harnesses not to be more than one (1) year old.
- 18.12 Where the belt passes through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent cutting of the belt.
- 18.13 Full-size window net mounted in the left side driver's window opening is required. Window net mounts must be welded to the roll cage. All bars around the driver must have approved roll bar padding. Approved racing arm restraints are recommended.
- 18.14 Fire-resistant safety neck collars are mandatory.

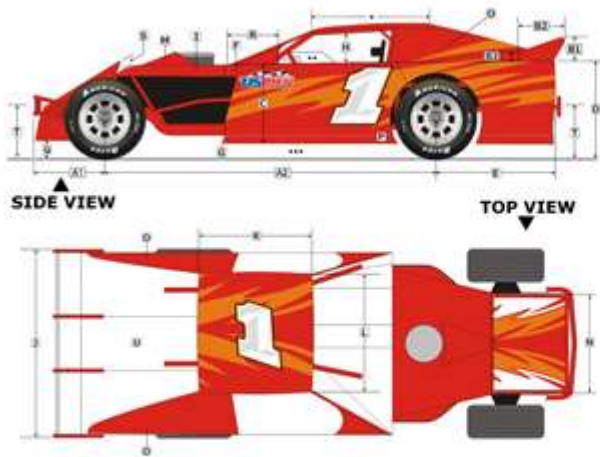
ARTICLE 19: CLAIMING PROCEDURES

- 19.1 Any driver possessing a valid USMTS license may have the opportunity to execute a claim. All drivers, licensed or not, are subject to being claimed.
- 19.2 Any driver in the "A" Main is eligible to claim the shocks or MSD ignition box of another driver's racecar in the "A" Main.
- 19.3 Claims must be made within five (5) minutes of the completion of the "A" Main. Claimed items must be removed at the racetrack and within one (1) hour after claimed driver accepts the claim.
- 19.4 Immediately following the conclusion of the "A" Main, without returning to his/her pit location, driver making claim must drive racecar, under its own power, directly to the designated claim area. Claiming driver shall select from eligible racecars in the "A" Main, and must declare that choice to the official overseeing the claim area. If the claiming driver decides at that time that he/she does not wish to execute the claim, he/she will nonetheless be charged one claim on his/her claim card. If multiple drivers declare an intention to claim, the driver finishing farthest back in the "A" Main will select first.
- 19.5 Claiming driver must present cash to official overseeing the claim area at the time the driver declares intention to claim. The cash price of the claim shall be one-hundred dollars (\$100) each for shocks or two-hundred fifty dollars (\$250) for MSD ignition boxes. Drivers claiming shocks may claim one (1) or more shocks during a single claim.
- 19.6 Driver is permitted one (1) claim per event, regardless of the outcome of that claim.
- 19.7 Only drivers and officials are permitted in the designated claim area. Any other participants associated with that racecar that enter the claim area will be subject to disqualification, fine and/or suspension.
- 19.8 Only a driver may claim, and only the claimed driver may agree to accept or refuse the claim. The first statement of acceptance or rejection of the claim by the claimed driver is binding.
- 19.9 Any driver refusing to accept a claim will forfeit all cash winnings and contingency awards for that event. Any driver refusing to accept a claim will forfeit all USMTS points (national, regional or otherwise) accumulated up to, and including, the event at which the claim was made. Furthermore, driver will forfeit the privilege to make a claim for a period of one (1) year from the date on which the claim was refused.
- 19.10 Sabotage of claimed parts will result in driver being suspended from all USMTS events for fourteen (14) days and until a \$1,000 fine is paid and received at USMTS headquarters. Driver will also forfeit all USMTS points (national, regional or otherwise) accumulated up to, and including, the event at which the sabotage occurred. Furthermore, driver will forfeit the privilege to make a claim for a period of one (1) year from the date on which the sabotage occurred.
- 19.11 Driver may claim a maximum of three (3) times during the calendar year.
- 19.12 The USMTS reserves the right to disallow any claim at their discretion.
- 19.13 At their discretion, officials reserve the option to claim the shocks or MSD ignition box of any racecar. Officials may exchange MSD ignition boxes at any time.
- 19.14 Disqualification shall not affect a legal claim. Claimed parts will be removed and transferred prior to any penalties being assessed.

APENDIX A: BODY SPECIFICATIONS

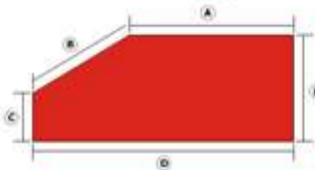


2010 USMTS MODIFIED BODY SPECIFICATIONS



- A1. Maximum 42"
- A2. Minimum 108"
- B1. Maximum 5" or 6" (see Engine Rules)
- B2. Maximum 20" long, Maximum 2" above and 2" behind spoiler (maximum 2 center and 2 side)
- B3. Maximum 3" tall from deck led to end of angle. No square or rectangular supports.
- C. Minimum 22"; Maximum 30"
- D. Maximum 38"
- E. Minimum 34"; Maximum 48"
- F. Top of door and deck to rear of block.
- G. Maximum 6" forward from rear of block.
- H. Minimum 12"; Maximum 18"
- I. Maximum 4" sides; Maximum 3" slope.
- J. Minimum 53"; Maximum 66" (must be same front)
- K. Minimum 40"; Maximum 56"
- L. Minimum 44"; Maximum 50"
- M. Maximum 6" high
- N. Maximum 40" (must be inside bumper braces).
- O. Sail panels must be same on both sides.
- P. Maximum 8" plastic skirt.
- Q. Maximum 7"
- R. Maximum 30"
- S. Maximum 2", bent same (both in and out) and flush with hood.
- T. Minimum 16" and maximum 20" from ground.
- U. Deck must remain flat from side to side, except for cockpit (maximum 10" rake from front to rear). If doors remain flat, only maximum 5" rake permitted.
- * Maximum 5" front clearance and 2" rear clearance using 4' level.
- ** Driver may be asked to exit right side of car with helmet on if Official deems interior should be too large or otherwise unsafe.
- *** Minimum 3" from ground to body, Minimum 4" from ground to frame.

Spoiler Braces



- A. 12" Maximum.
 - B. 13" Minimum.
 - C. 3" Maximum.
 - D. 20" Maximum.
 - E. 5" or 6" Maximum (see Engine Rules).
- All spoiler supports must be of the same shape with a maximum of four supports. No mixing of the two outside supports. Metal braces in center are permitted. Spoiler must mount to deck. Supports may extend a maximum 2" above and maximum 2" behind spoiler.

Spoilers: If utilizing a Flat Tappet/Steel Head Engine (see Rule 16.13), Brodie Aluminum Spec Head Engine (see Rule 16.14) or any engine with steel heads and a 23-degree valve angle, the maximum rear spoiler height shall be six (6) inches. If utilizing aluminum or casted runner heads other than the Brodie Aluminum Spec Heads, the maximum rear spoiler height shall be five (5) inches.

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[Click here](#) to download a high-resolution image of the Body Specifications diagram.

AMENDMENTS

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For clarifications or questions, call MAMS Series Director Ernie Leftwich at (417) 684-3608 or email tech@midamericamodifieds.com.

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