



35 RACEWAY PARK

Open Wheel Sport Modified Division
2026 USMPA Official Competition Rules



USMPA Participating Tracks: Moler Raceway Park, Portsmouth Raceway Park, Atomic Speedway, 35 Raceway, Ohio Valley Speedway, Tyler County Speedway, WV Motor Speedway, and others. Body and chassis will follow current published 2026 UMP rules unless otherwise noted herein. **NO SPOILERS.** www.dirtcar.com/rules/dirtcar-modified/

1. DISCLAIMER AND WAIVER OF LIABILITY

The following rules are for the Open Wheel Sport Modified division. Interpretation of, or amendment to, these rules may be made at any time in the interest of fair competition. These rules are designed to provide for the orderly conduct of racing events and establish minimum acceptable requirements. They are intended only as a guide and are in no way a guarantee against injury or death to participants and/or others involved.

This is a dangerous sport. You are risking your life by participating in any fashion. No racing facility, promoters, officials, track representatives, or sponsors will be held responsible or liable for injury or death.

The Sport Modified class is intended to be economical. A car may only compete in the Sport Modified class and cannot compete in the Modified class or any other class.

2. GENERAL RULES

1. All race rules and regulations apply at all racing events. Items marked ** carry penalties to any other track in the association (e.g., 4-week suspension at Atomic = 4-week suspension at Moler and every other USMPA track).
2. Track officials, track tech, and/or USMPA tech have full authority over race cars. Any competitor may be disqualified for rules violations, hazardous equipment, or hazardous actions. USMPA and/or the track reserve the right to claim or swap any part at any time for any reason.
3. All vehicles are subject to inspection by an official at any time. The driver is required to bring the car to the official area to participate. Only the driver and track officials are permitted in the pre/post-tech area. Officials may inspect cars in the driver's own pit area.
4. Any unsportsmanlike conduct by a driver, car owner, pit crew, or agent shall be grounds for disqualification and/or punitive action including probation, suspension, fines, and loss of points or purse money. Drivers are responsible for the conduct of their entire crew.
5. Event officials have the final ruling at the event. Any dispute shall be taken up with track personnel or the promoter.
- 8. ** Absolutely no alcoholic beverages consumed by drivers or pit crews prior to or during a racing event. Use, distribution, or sale of illegal drugs at any time can result in immediate, indefinite suspension.**
9. Drivers under 18 must have a signed and notarized parental consent form on file with the racing facility before participation. Track insurance regulations hold precedence regarding minimum competition age.
10. All drivers must be registered with the racing facility.
11. Any driver who exits their car for any reason except for fire or when instructed by a track official while on track will be subject to whatever penalty the track enforces.

3. CONDUCT OF DRIVER AND CREW

Officials will not tolerate unsportsmanlike conduct. Any competitor determined to be driving rough or to have intentionally crashed another car may be disqualified and lose all points for that event.

4. INSPECTION AND RULE INFRACTIONS

1. If an official/inspector identifies an infraction, it must be fixed.
2. Officials have the right to conduct detailed inspection on any part of the car including the engine at any time (compression, cubic inch, etc.).

Infraction Penalties:

1. Driver will be asked to correct the infraction. 2. If the infraction cannot be fixed for that event, driver receives a warning and one (1) week to correct it — no grace period if it is a performance advantage or safety item. 3. Driver may be disqualified when found with an infraction. 4. You may choose to leave.

Be proud of your accomplishments by beating the best — not cheating the rest.

5. BUY OUT CLAIMS

All buy-out or trade claims are cash only. The claiming driver must be on the lead lap, must stop on the front stretch and shut the engine off to make the claim, then proceed to the tech area. Anyone refusing the buy-out or trade will lose all money and points for that racing event.

Buy-Out Prices:

2-Barrel Carburetor: **\$575.00** | 4-Barrel Carburetor: **\$775.00** | Shocks: **\$125.00** per shock | Tire Protest Fee: **\$125.00**

Claims are limited to one (1) part per event night — you cannot claim 4 shocks in the same night.

6. WEIGHT AND WEIGH PROCEDURES

1. All cars must weigh **2,500 lbs.** with driver after every race. 602 Crate engine cars: **2,350 lbs.** minimum at all times including after the race. (Weight requirement may be adjusted during the season as engine configurations are balanced.)

2. Added weights must be securely mounted to the frame or roll cage with at least two (2) ½" steel bolts, nuts, and washers. Weights must be **painted white** with the car number on them.

3. Weights must not be used in the driver's compartment or outside the body/hood area; must be mounted below all windows and interior sheet metal.

4. The top five (5) finishing cars minimum in each race **MUST** be weighed after each race.

5. Cars disqualified from heat races for weight violations will be placed on the tail of a C-Main or B-Main. If all cars are in the feature, disqualified cars start on the tail.

CARS MUST GO DIRECTLY TO THE SCALES AFTER A RACE. DO NOT GO TO YOUR PIT FIRST. DO NOT STOP AT ANY OTHER PIT. NO ONE OTHER THAN TRACK OFFICIALS ARE ALLOWED AT THE SCALE. TRACK SCALES ARE THE OFFICIAL SCALES.

7. Should a car not make weight: (A) Car will circle back to the scale line for re-weighing. (B) If still underweight, that car is disqualified and all cars finishing behind move up one position.

8. Cars disqualified from the feature for weight violations forfeit all points and prize money for that race date.

ANY DRIVER OR PIT CREW MEMBER CAUSING TROUBLE AT THE SCALES WILL BE EJECTED. ANY FIGHTING OR TROUBLE WILL RESULT IN DISQUALIFICATION FROM THE ENTIRE RACE EVENT.

7. TRACTION CONTROL **

Use of any type of traction control is absolutely forbidden. Any driver caught with traction control will be BARRED for 1 year.

'Traction control' includes any device — mechanical, electric, and/or computer-controlled, in or on the car, or by remote means. No data gathering or recording devices. No cockpit or driver-controlled ignition timing or fuel delivery devices.

Officials may inspect any car suspected of using traction control at any time. The driver/crew must cooperate fully. Failure to cooperate is considered an admission of guilt — no follow-up inspection for this violation.

Officials reserve the right to confiscate any suspected traction control parts. If found non-conforming, the parts are forfeited to officials.

8. ENGINE LOCATION

1. The rear of the engine (bell housing mounting flange) must be mounted at least **72 inches** forward from the centerline of the rear axle.

2. Engine offset must be within **two (2) inches** of the centerline of the front cross member.

3. Minimum engine height: **eleven (11) inches** from the ground to the front center of the crankshaft.

9. ENGINE AND ENGINE COMPONENTS

There are two (2) engine configurations: (1) Open Engine and (2) 602 Crate Engine.

OPEN ENGINE — Blocks:

- A. Chevy 350, Ford 302 or 351W, Mopar 340 or 360. **OEM steel block only.** No performance blocks. No 400 blocks allowed.
- B. Maximum cubic inch: **390 cu. in.** — will be checked.
- C. No machine work on the outside of any engine, or on the front or rear of the camshaft. Blocks may not be shaved.
- D. All engines must be usable in a conventional passenger car without alterations. Cast-in motor mount locations cannot be removed or altered.
- E. Must be dish or flat-top pistons. **No gas-ported pistons.**

OPEN ENGINE — Heads:

- A. Steel heads only with stock diameter valve springs (e.g., Chevy 1.260, not 1.625). All valve springs must be stock OEM size, strength, and configuration as the engine came from factory.
- B. No beehive or barrel springs. C. No stud girdles.
- D. OEM-style stamped steel rockers permitted. Steel or aluminum roller tip and/or full roller rockers allowed — all must be stud mounted. Maximum 7/16" diameter rocker studs.
- E. OEM valve angle required (if factory is 23°, heads must be likewise). No canted valve heads (Cleveland type).
- F. **No porting of any kind** — includes gasket matching and bowl blending. No spacers between heads and intake.
- G. Machining or planning of the internal head casting for deck surface cleaning, angle mill, or chamber volume reduction is acceptable. Surface work on the intake is acceptable.

OPEN ENGINE — Camshafts:

- A. Hydraulic or solid flat tappet only. **No roller of any type.**
- B. Must fire OEM (e.g., Chevy 1-8-4-3-6-5-7-2). **No 4–7 swap cams.**

OPEN ENGINE — Intake Manifold, Adapters & Spacers:

- A. Any open single-plane 4-bbl intake. B. No porting or machine matching of any kind. C. No velocity tubes on adapters or built into the intake. D. **NO PORTING of any kind** — must be as taken out of the box.

602 CRATE ENGINE:

Any unaltered Chevrolet GM Performance Parts 602 Crate engine is permitted. **Unaltered means unaltered — NO TOLERANCE. NO CHANGES ALLOWED TO ANY PART.** All crate engines must remain stock as sealed from the factory.

Seals: All engines must remain factory sealed. Original factory seals must remain unaltered. Exception: RACE 1, Ingram Engines, Rush, Race City, or DirtCar seals with supporting documentation are accepted. If factory seals are removed/tampered with and not resealed by an approved facility, the engine is treated as an open engine.

Engine may be rebuilt, refreshed, or resealed only by RACE 1 (others may be added).

Engine tampering penalties: 1st offense — disqualified for the night, lose all points, 4-week suspension. 2nd offense — engine confiscated, 1-year suspension from date of offense. Failure to forfeit engine results in indefinite suspension.

Compression Test — ALL ENGINES:

Maximum **175 lbs.** compression (hot). NO TOLERANCE. Portsmouth cars traveling to other tracks must pass the vacuum test per PRP rules. Cars traveling to PRP must pass the compression test. Cannot fail the vacuum test and then request a compression test check.

Carburetor:

Open Engine: One (1) stock Holley 4412 2-barrel (NO Holley XP). 1.375" round venturi, 1.687" base plate — stock measurements, no modification except removal of choke plate.

602 Crate may run 4-barrel from approved list: Holley 4777 or 80777 (650 cfm), Holley HP 80541-1/-2/-3 (650 cfm), or Holley 4412 (500 cfm 2-bbl). No Holley XP carburetors.

No modifications except removal of choke plate. Straight open-hole spacer allowed — **NO Super Sucker type spacers.** Max thickness between top of intake and bottom of carb with gaskets: **1.25"**. Jets, power valve, and accelerator pump may be changed. Must use stock metering blocks. Two (2) throttle return springs required.

Engine must be normally aspirated. **No fuel injection of any type.**

Carburetor buy-out: \$575 cash (2-bbl) / \$775 cash (4-bbl). Driver must stop on front stretch to make claim. Anyone refusing buy-out loses all money and points for that night. Claiming driver must be on the lead lap.

Air Cleaner:

One single round air cleaner only. **NO AIR BOXES.**

Fuel Pumps:

OEM-style diaphragm pumps only, mounted in stock location. **No electric or belt-driven pumps.**

Ignition:

No trigger-type or crank-trigger. MSD or HEI distributor (OEM) only. **ALL engines must run an MSD 6500 RPM rev limiter.**

Approved ignition boxes: MSD 6425, MSD64253, MSD 6420, MSD 6430, MSD 6427. HEI engines must run MSD 8727CT rev control. **NO OTHER IGNITION SYSTEM MAY BE USED.**

All rev controllers must be out of reach of the driver and sealed in place with clear sealant on both chip and dial knobs. Any missing/cracked sealant or RPM limit above 6500 is an infraction.

Ignition penalties: 1st offense — disqualified for the night, lose all points, 4-week suspension. 2nd offense — 1-year suspension from date of offense.

Oil / Cooling / Starter:

Oil pump: wet sump only (in the pan). No external oil pump. Oil pan: **steel only, no exceptions.** No evacuation pump of any kind.

Cooling: system may be modified. Radiator and oil cooler must not protrude above interior. No electric water pumps or cooling fans. No sprinkler systems. Overflow tubes directed to the ground between frame rails.

Starter: All cars must self-start at beginning of night. Starter must bolt to engine in factory location. Must be stock-type 12V — no resistors to reduce starter voltage.

10. DRIVETRAIN

1. Drive shaft may be steel or carbon fiber. **Steel drive shafts must be painted white.**

2. Drive shaft loop required — constructed of 1/4" x 2" steel. Tubular loop may be used with minimum 1" diameter tubing. Loop must be mounted no less than 2" and no more than 6" from the rear of the front universal joint.

Transmission / Bell Housing / Clutch:

3-, 4-speed manual, and automatic transmissions allowed. Aftermarket racing transmissions (Bert, Brinn, Falcon, etc.) are allowed. No 'IN and OUT' boxes. With engine running and car stationary, driver must be able to engage forward and reverse. All transmissions must have forward and reverse working. No quick-change transmissions.

Only OEM or aftermarket steel bell-housings permitted. Cars running a full-size clutch must run an explosion-proof bell housing.

11. SUSPENSION AND STEERING

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

2. All cars must have a collapsible steering shaft or a shaft with knuckles/joints that will break away. 3. Tube-type upper control arms are allowed and can be moved. Cross-bar upper control arm may be aluminum.

4. No center steering. In-cockpit steering may be modified but must remain on the left side.

5. No rack and pinion steering. Steering box must be OEM and remain within the original bolt pattern of the frame. Tie rod ends and sleeves may be replaced with minimum 5/8" rod ends (heim joints) and steel tubes. **Stock OEM drag links only — no alterations.**

6. No aluminum, fiberglass, or composite suspension, steering, or rear end parts except where noted. No aluminum hubs. Front hub and rotor assembly must be one-piece steel OEM.

12. COIL / LEAF SPRINGS

Any coil spring must be minimum **4½" outside diameter, steel**. Leaf springs may be steel or composite. Lowering blocks, rear spring shackles, and rear-end drive bars may be steel or aluminum. Front torsion bar in stock configuration/mounting only — no rear torsion bars. No travel limiting arms/brackets.

No hydraulic, ratchet, or electric weight jacking devices. One shock per wheel only — maximum four (4) total. 'Dummy' shock absorbers count as a shock.

One coil or leaf spring per wheel. All coil springs must be minimum **5" diameter**, manufactured from magnetic steel. Rear leaf springs may be magnetic steel or approved composite. Coil spring wire must be uniform in diameter, spacing, and outside diameter top to bottom. Linear spring rates only. No air springs.

Front Coil Springs:

Top must be closed end and ground flat. Upper mount must be flat, supporting spring 360°. Lower end must be open end with max ¼" gap. Lower mount may have a single step (max 1" height) to prevent rotation — must be welded integral to the lower control arm.

Rear Coil Springs:

Top and bottom must be closed end and ground flat. Upper and lower mounts must support spring 360°. Spring must contact lower control arm at 360° at all times. No adjustable helix.

13. SHOCKS **

Only **steel, smooth-body, non-adjustable shocks** permitted. No Schrader valve — must have flush plug style. No universal fill ports, bulb, screw-off top, bump stop, or remote reservoir. Removable heim joint allowed. Rebuildable (from shaft side) allowed. **NO BUMP STOPS. No coil-over shocks of any type on the front.**

Shock Claim:

Any driver on the lead lap of a feature may claim one (1) shock from any of the top three cars. Claim fee: **\$200** (cash, for 1 shock as it comes from manufacturer). Alternatively, the claimed driver may exchange their shock plus \$125 — their choice.

Claim must be made to a speedway tech official with cash in hand immediately after the feature. Claimant's shock must be operational on their car at time of claim. Claimed shock may only be removed in the presence of a speedway official.

A driver refusing a claim is disqualified for that event. A claiming driver refusing an exchange once money is handed to the official will also be disqualified. NO ALTERING OF SHOCKS.

Shock tampering penalties: 1st offense — 2-week suspension from all tracks. 2nd offense — 1-year suspension from all tracks.

Maximum 4 shocks total anywhere on the car. One (1) per wheel only.

14. REAR ENDS

1. Any passenger car or truck-type rear end allowed. 2. Steel-tube quick-change rear ends allowed (optional, not mandatory). **Steel axle tubes only.**

3. No aluminum birdcages. 4. No split birdcages. No calipers mounted to birdcages.

5. Birdcages may consist of multiple barrels but must bolt or weld together as one (1) single barrel cage. Limit one (1) birdcage per side.

6. Shocks and radius rods must mount to the birdcage. No floating, pivoting, or rotating mounts of any sort — all brackets must be bolted or welded solid.

7. No wide-five hubs. Two (2) bars per side of rear end — no springs on/in bars.

8. No aluminum components except: axle caps, drive plates, pinion plate, and wheel spacers.

9. One (1) piece **steel J-Bar** only. No springs on J-Bar.

10. Pull bars and/or lift bars must be solid — no springs, shocks, or rubbers. No chassis/frame mounts that allow pinion angle change.

15. BRAKES

Must have a working caliper and rotor on each wheel — must lock up all four (4) wheels. **All calipers solid mounted on axle tube (no brake floaters).**

OEM-style or stock replacement cast iron or aluminum calipers only. No carbon fiber, aluminum, or solid disc rotors — must be vented. No drilling, lightening, or alteration to rotors or calipers. Rotors of excessive size or weight vs. OEM will not be permitted.

Calipers must remain stock GM slide-pin mounting in original position. Tech will measure minimum 5.5" on-center for mount bolts. Cast iron vented rotors only — no modifications (no scalloping, etc.). Front rotors may be re-drilled for different bolt pattern and/or larger studs. Hubs, rotors, and calipers must maintain minimum OEM dimensions — no lightening.

16. TIRES AND WHEELS

Approved tires: Hoosier **M-30S** and **M-60** (right rear only, with optional G60). G60 Hoosiers allowed anywhere on the car. M-60 or G60 must be run on right rear at all times. Sizes: 26.5/8.0/15 or 27.5/8.0/15. Maximum tire width: **9 inches**.

Grooving and siping are allowed. Must run the same four (4) tires for the entire racing event — tires will be checked and marked during inspection. If a car has a flat, the track tech must approve the replacement tire (same make and compound).

**** No tire softeners, conditioners, or any compounds/chemicals that alter the factory baseline of a tire. 1st offense: disqualified for the night, lose all points, 4-week suspension. 2nd offense: 1-year suspension, \$250 fine, must pay for tire test before reinstatement.**

Tire protest fee: **\$125 cash** per tire. Samples sent to lab — lab results are final. Refusing a protest results in automatic forfeiture of all points and purse money.

Wheels:

Eight (8) inch steel wheels only. One (1) inch tolerance for bead locks. Bead locking devices allowed on right-side wheels only. Mud plugs allowed on all wheels — any mud plug other than foam must be securely mounted. Track officials determine if mounting is acceptable.

17. FUEL CELLS

Racing fuel cells are required. Must be mounted with at least two (2) steel straps, minimum 2" wide x 1/8" thick, all the way around the cell, with a minimum of two (2) bars around the top, bottom, and sides.

Fuel cells must be: (a) securely mounted to the frame, (b) enclosed completely in a steel container, (c) mounted behind the rear axle only, and (d) protected at the rear by roll cage tubing mounted to the frame or rear bumper. No part of the fuel cell should be lower than the protective tubing. Protective tubing must not extend more than 6" on either side of the cell.

Fuel cells must have check valves; bladders are highly recommended. Maximum capacity: **32 gallons**. Fuel pickup must be located in the **top of cell — bottom feed pickups are not permitted.**

Retrofitting a bottom-feed cell is permissible, but the bottom feed opening must be plugged and sheet-metal covered. A cap on the exposed fitting alone is not acceptable.

18. BUMPERS AND NERF BARS

Bumpers are required front and rear. All bumpers and nerf bars must be steel. Front bumper must be mounted to both frame horns and may be no wider than the frame horns (2" tolerance per side for mounting brackets). No rough or sharp edges on any bar or bumper.

Rear bumpers and side nerf bars may not extend beyond the width of the rear tires. No straight rear bumpers — ends must be bent to a 180° or 90° forward bend. Rear bumper must mount to the rear of the chassis and must protect the fuel cell.

Both front and rear bumpers must be **18" ± 2" from the ground**, measured to the center of the bumper. A badly damaged bumper may be required to be repaired or replaced before the car is allowed to compete.

19. HELMETS AND SAFETY EQUIPMENT

Helmet must meet minimum **Snell SA2015 or SA2010** standard. No sticker = not allowed. Helmet must accompany the race vehicle at inspection.

Fire Suits:

Minimum **SFI 3.2A/5** full fire suit required at all times. Two-piece suits allowed. Must be in good condition — suits with holes, oil/grease stains, or poor fit may be disqualified by tech officials. Fire retardant gloves required; shoes highly recommended.

Fire Suppression:

Fire suppression system highly recommended: cylinders forward of fuel cell, securely mounted, connected with steel or steel-reinforced lines. One nozzle above fuel cell, one in driver cockpit. 5 lb. or 10 lb. system. Must be DOT/SFI approved. If no fire system, a minimum **2 lb. fire extinguisher is mandatory** — must be securely mounted and accessible.

Seat Belts:

Competition-type seat belts required — lap belts, shoulder belts, and submarine belts. **No OEM factory-type seat belts.** Metal-to-metal buckles required on shoulder and seat belts. All belts must be dated no more than **three (3) years old**. Damaged belts must be replaced regardless of date tag.

Other Safety:

Window nets: highly recommended; **required for drivers under 18.**

Neck restraint: **Neck braces mandatory** unless a HANS-style restraint system is used.

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

20. RADIO COMMUNICATION

No radio communications permitted except for **Receivers**.

21. KILL SWITCH AND BATTERY

A kill switch is required — clearly marked, within easy reach of the driver, and reachable by safety crews from outside the car. All cars must have a battery and be self-starting.

Battery must be securely mounted. **Battery cannot be mounted inside the driver's compartment.** Only one (1) American passenger car 12-volt battery permitted — no resistors to slow crank speed.

22. EXHAUST

Dual exhaust only. No 'Y' pipes, 180 headers, or 'Try Y' headers. Aftermarket headers permitted. No oxygen sensors.

Exhaust must direct spent gases away from the cockpit and away from areas of possible fuel spillage. Exhaust system must remain completely below the interior deck. All exhaust (including pipe and header exits) must be inside all body panels — outlets no higher than the mid-line of the body sides.

Left-side header/exhaust pipe may route through the left-side firewall with a maximum ½" clearance around the pipe. Track officials may require turn-downs on the collectors.

Mufflers are recommended and may be required at some tracks.

23. CAR NUMBER

Car number must appear on both sides and the roof: minimum **18" tall x 9" wide per digit**.

Number must also appear on the nose and fuel cell: minimum **6" tall**. Number must be a contrasting color to the car.

24. FUEL

Gasoline only — includes race gas and E85. **NO ALCOHOL. No Nitrous Oxide. No additives of any kind.**

25. MISCELLANEOUS

25. **No rear spoiler allowed.**

26. Must run the official USMPA decal on the upper front of both doors — supplied with USMPA license.

27. Body and chassis: unless otherwise noted in these rules, will follow current published 2026 UMP rules. See: www.dirtcar.com/rules/dirtcar-modifieds/

Questions or clarifications should be directed to track officials. Rules are subject to change at the discretion of USMPA and 35 Raceway Park management. All decisions by tech officials are final. Revised 12/14/2025.