



**2018**  
**RULE BOOK**

## **2018 American Modified Series Rules**

1. The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct of the American Modified Series and are in no way a guarantee against injury to participants.
2. These rules and/or regulations will apply to all American Modified Series sanctioned racing events.
3. American Modified Series officials have full authority over said sanctioned racing events. In the event of any dispute the Series Directors decision will be final.
4. All racecars are subject to be inspected by the American Modified Series Technical Director or UMP Officials at any time during the event.
5. 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.
6. Throughout this Rulebook, several references are made for products to meet certain specifications (i.e. SFI Specs, Snell, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, Snell, etc. program, voids such certification and therefore will not be accepted by the American Modified Series.

### **TO ALL COMPETITORS/PARTICIPANTS**

All American Modified Series Events will be sanctioned through UMP; therefore, you will receive AMS Series points and points toward UMP National Points standings (UMP Points are awarded only to drivers who choose to sign up with UMP as a member). In the event that we sanction a race at a Non-UMP Race Track, All AMS Format and Rules are in effect, and drivers will still be awarded AMS and UMP points. Under the guideline of the 2018 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 2018 DIRTcar UMP Modified Rules have been established to include the rules in several effects in your region. The following are the 2018 UMP Modified rules. All amendments supersede any previous rules regarding any technical article and/or aspect. Under the guideline of the 2018 UMP Modified rules any and/or rules and as stated in the 2018 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: <http://www.dirtcarump.com/rules/modified-rules/> (Southern UMP Modified, East Coast UMP Modified, Western UMP Modified, Limited (UMP Modified))

## **MEMBERSHIP**

You may become a member of the AMS by paying a one-time **\$100 membership** fee for the season. This fee entitles you to be eligible to pay **\$40.00 entry fee** and receive points fund payout, Provisionals, contingency prizes, and banquet give-a-ways. You must be a paid member to receive the benefits of being an AMS member. **NO EXCEPTIONS OR EXTENSIONS!!** UMP points are awarded at UMP sanctioned events. If you sign-up and become a UMP member (Additional fee to UMP), then you will receive UMP points at all events toward National UMP Points Standings. **The last day to sign up for membership will be 05/26/18 @ Fairbury American Legion Speedway or it must be received at the series office.**

## **ENTRY FEES**

All Drivers/Teams will pay an Entry Fee for each Event as follows: All events will carry a \$50 entry fee for Non-AMS Members and \$40 entry fee for AMS Members. All Entry Fees must be paid in **cash**. Entry Fee must be paid before a team will be allowed to draw for qualifying. 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. As part of your entry fee, the driver will be given a decal pkg. that is mandatory to be placed visibly on the race car for that event. 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. In the event that a driver doesn't place the decal pkg. on his car, the driver will not be eligible to compete. If a car competes in a feature event without the decal pkg. placed on car, he will be **disqualified** for that event and will not receive any payout for that event. Size of decals, design or colors cannot be altered. Doing this is the same as not having the decals installed.

## **CONTINGENCIES**

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.

Any other American Modified Series Sponsor Decal that is carried on the car must be affixed prominently. 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

**POINTS FUND CRITERIA & PAYOUT 1 ST - \$5000.00, 2ND - \$3,000.00, 3RD - \$2,500.00, 4TH - \$2,000.00, 5TH - \$1,500.00, 6TH - \$1,400.00, 7TH - \$1,300.00, 8TH - \$1,200.00, 9TH - \$1,100.00 & 10TH - \$1000.00**

You must be an AMS member with good attendance to be eligible to receive point money. You must have completed at least (1) racing event for the 2018 season and be present at the season championship race (Tri-City Speedway September 9-28-18) and the UMP Banquet. For your year-end point total, you will count the your best (13) thirteen races of the 2018 season. The 2018 award's banquets will be held in conjunction with the UMP DirtCar series banquet in January 2019. Any Drivers not attending UMP banquet will forfeit their awards, prizes, and money.

**\* ALL DRIVERS ELIGIBLE FOR POINTS MONEY WILL BE HIGHLIGHTED AND POSTED AT EACH RACE ON THE POINTS STANDINGS LIST.**

**POINTS BREAKDOWN**

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

A-main Points will be awarded as follows: 1) 200 2) 180 3) 170 4) 160 5) 155 6) 150 7) 145 8) 140 9) 135 10) 130 11) 125 12) 120 13) 115 14) 110 15) 105 16) 100 17) 95 18) 90 19) 85 20) 80 21) 75 22) 75

**TOW MONEY / RACE PAYOUT**

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.

All events will adhere at least to the AMS \$2,000 payout structure at a minimum with \$200 to start. You can look at event payouts on our web page for each purse structure and if there is a change from the normal purse structures the AMS will announce such changes at least 2 weeks before the race is to be run.

**SIGN IN**

It will be the responsibility of all Drivers/Teams to sign in and pay entry fee prior to the drivers' meeting. The Sign in 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.

Each driver 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 understands that the rules and enforcement calls decisions of the American Modified Series are final.

PLEASE NOTE: 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. It is a condition of entry that the Drivers' 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 Teams/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 Teams/Drivers responsibility to notify the P.R. Director.

### **TAXES**

The top 10 teams in series points will receive a 1099 tax form from the AMS 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, 2019. This will be sent to the person(s) and or company the race team designates on his/her driver registration form for 2018. **ALL POINTS MONEY WILL BE PAID TO THIS DESIGNATED PERSON (S) OR COMPANY.**

### **RACECEIVERS**

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.

### **TECHNICAL INSPECTION**

**NEW RULE: WHEN YOUR CAR ARRIVES, THE TIME WILL BE WRITTEN ON THE PIT SIGN IN SHEET, YOU HAVE 30 MINUTES TO GO TO THE TECH LINE. DRIVERS YOU HAVE FORCED AMS TO GO TO THIS BECAUSE OF WAITING UNTIL THE LAST MINUTE TO GO THROUGH TECH. IF YOU VIOLATE THIS RULE YOU GO TO THE BACK OF YOUR GROUP FOR QUALIFYING. UMP Tech Official has last say!**

**Lower spring Helix must be of OE design, or fabricated similar, with a maximum height of 1", must be welded to control arm, nonadjustable and touch the entire spring surface. All coils must be evenly spaced after the first coil on the closed end of the spring. All coils must be wound producing the same inside and outside coil diameter plus or minus (+/-) 1/8 inch. Progressive or digressive rate front springs will not be allowed.**

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. When the car is presented for Technical Inspection the hood must be removed. All racecars must pass through Technical Inspection before Driver's Meeting. ALL racecars must pass Technical Inspection before a Technical Sticker is issued. Any changes or alterations required must be completed, and the racecar returned to Technical Inspection before Hot Laps - No sticker means No Hot Laps - No exceptions. After a racecar, has passed Technical Inspection, and sticker has been issued, no alterations may be made to the racecar - any changes to deck height, quarter panels, doors or any other part of body will result in loss of Qualifying Time or loss of position in either Heat Races or Last Chance Races. Spot-checks can be made by the Technical Inspector or officials at any time, and penalties will be applied to cars found illegal after Tech stickers have been issued. If a car is found illegal after qualifying, the Driver will lose his time and start at the rear of a Heat race. If a car is found illegal at the start of a Heat race, the Driver will lose his time and have to start at the rear

of a Last Chance race. All racecars are subject to be inspected by the American Modified Series Technical Director or UMP Officials at any time during the event. Any racecar found to be illegal, as a result of changes, on the Starting Grid for the Main Feature or a Last Chance race, 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. Failure to follow this procedure will result in immediate disqualification.

Please Note: 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 be able to start the race from the rear of field. The Only Exception to this rule is if a Series Official notices a flat tire on a car and instructs the driver to go to the pits, the driver will get (3) courtesy laps to change tire, and will be eligible to retain his starting position.

***THE AMS DOES UTILIZE UMP TECH OFFICIALS BUT ALSO THIS YEAR WILL HAVE THEIR OWN TECHNICAL INSPECTOR THAT WILL WORK WITH THE UMP OFFICIALS. THESE INSPECTORS HAVE THE LAST CALL ON CHANGES TO BE MADE AND OR LOADING YOUR CAR UP FOR DISQUALIFICATION. THE SERIES DIRECTOR WILL BE CONSULTED WITH BUT IT WILL ULTIMATELY BE UMP/AMS TECHNICAL INSPECTORS WITH THE FINAL CALL.***

### **DRIVERS MEETINGS**

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. Any rule, format or schedule changes will be discussed at the drivers meeting. 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. Failure to attend a drivers meeting will result in that driver starting the tail of his respective Heat Race.

### **PRERACE STAGING**

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 and not be limited to: Time Trials, Heats, B-Mains, and Drivers Introductions & A-Main. 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 tech inspection prior to Time Trials, Heats, B-Mains & the A-main. If the driver is not in line early enough to pass thru tech, this will result in starting the rear of the field or missing that event

### **HOT LAPS**

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 (minimum 10 cars) in order, as per the Draw. Drivers/Teams are responsible for knowing what Group the Driver/Team is 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.

## **WEIGH-IN**

All Cars will weigh in at the Scales immediately before, or following, there Qualifying Laps, as per the Weight Rule, and as per Track layout. The transferring cars must weigh in immediately following their Heat Races, and Last Chance Races. Following the Main Feature, ALL Cars that finish the race must cross the scales and weigh in correctly. Note: All Cars must proceed directly from the racetrack to the Scales. 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. Any Car that is light at the Scales after qualifying/Time Trials will lose its time and start from the rear of a heat. 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. **ALL WINNERS & ANY PARTICIPANT MAY BE ASKED AFTER THE TROPHY / CHECK PRESENTATION TO REPORT TO THE DESIGNATED TECH AREA FOR FURTHER INPSECTION OF CAR.**

### **TIRE SAMPLES:**

**THE ONLY TIRES ALLOWED TO BE RAN IN AMS EVENTS ARE THE FOLLOWING:  
HOOSIER 26.5 M-30, 26.5 M-60, 27.5 M-30, 27.5 M-60**

**BLUE RIDGE LABS WILL HANDLE ALL TIRE SAMPLES FOR THE SERIES. TIRE SAMPLING IS DONE IN TWO PARTS.**

**PART 1 IS A GENERAL TEST FOR ANY TYPE OF CHEMICALS IN THE TIRE**

**PART 2. IS A MORE DEFINITIVE TEST THAT TELLS YOU EXACLTY WHAT CHEMICAL WAS USED ON THE TIRE.**

**IF THE AMS RECIEVES A BAD REPORT ON YOUR TIRE YOU WILL BE AUTOMATICALLY DISQUALIFIED FOR THAT EVENT AND ALL MONIES WILL BE FORFIETED. YOU WILL HAVE THE OPPORTUNITY FOR AN APPEAL IN WHICH YOU WILL HAVE TO PAY THE COST FOR PART 2 OF THE TIRE SAMPLING TO SEE WHAT EXACT CHEMICAL IS BEING USED. IF AT THAT POINT IT'S A APPROVED CLEANER DEGREASER ETC THEN YOU WILL RECEIVE YOUR MONEY AND POINTS (TO DATE NO COMMONS CLEANERS OR DEGREASERS HAVE SHOWN UP IN PART 1) AND IF NOT YOU WILL BE DISQUALIFIED AND WILL NOT BE ABLE TO RACE AT AMS EVENT FOR 2 CONSECUTIVE RACES. IF YOU ARE CAUGHT FOR A 2<sup>ND</sup> TIME YOU WILL BE BANNED FROM THE SERIES FOR 2018. ALL TIRES THAT COME BACK AS ILLEGAL WILL BE REPORTED TO UMP FOR FURTHER ACTION.**

## **QUALIFYING**

Group Qualifying format will be used when we run 4 heats or more. Drivers must qualify 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 (permitting that the track is giving 2 qualifying laps) at the end of the time trial group line. If the track is giving only 1 lap, then the driver must make the end of his qualifying group line, or the car will not be allowed to qualify. It is the drivers/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. Group Qualifying format will be used. Cars will qualify two (2) laps back to back, unless a track only chooses to give (1) lap. (# of laps, will be discussed in Drivers Meeting) Once the driver attempts 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. 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. Remember that all cars must cross the scales at least at their minimum weight during Qualifying.

### **RACE FORMAT**

Time Trials/Qualifying will determine the lineups for Heat Races. All Drivers must run a Heat Race or Last Chance 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. 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 Race Track concerned. 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 one of the two Last Chance Features. Last Chance Features are filled in the following manner:

### **NEW RULE: HEAT RACE WINNERS WILL DRAW FOR THEIR STARTING POSITION IN THE FEATURE.**

If Four Heats are run, Heats One and Two will go to Last Chance Feature One, and Heats Three and Four will go to Last Chance Feature Two. If Six Heats are run, the split will be Heats One, Two & Three to Last Chance Feature One and Heats Four, Five & Six to Last Chance Feature Two. The # of Transfer Cars from the 2 Last Chance Features will be announced in drivers meeting, and will complete the Main Feature Grid on a side-by-side basis. A maximum of 22 or 24 Cars will start the Main Feature, depending on Promoter/Track (see Promoter's Options). Last Chance Features will be twelve (12) laps unless otherwise notified in the drivers meeting for all events.

### **SPECIAL RACE FORMAT:**

**THERE MAY BE FROM TIME TO TIME A SPECIAL RACE FORMAT THAT THE AMS WILL BE APART OF. WE WILL ADVERTISE ANY CHANGES TO OUR FORMATS AT LEAST (2) WEEKS IN ADVANCE OF THE EVENT.**

### **HEAT RACE & CONSI ASSIGNMENTS**

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.

### **CALL TO LINE-UP**

Teams must be ready when called to line-up. It is not the responsibility of AMS officials to come and get you. Every attempt will be made to make announcements of any changes but all teams must stay alert and be ready.



## **RACE PROCEDURES AND RULES**

Standard flagging procedures will be used for each Event. If, for any reason, the Race is run one lap short or long, the Race is officially over when the Checkered Flag falls. 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 those that are sent to the rear before the restart. Any cars that stop or spin out to avoid running into an incident will be allowed to keep their position in the line. All original starts will be double file and start in the start box placed midway between turn four and the starters stand. Front Row should approach the start box at a moderate pace, keeping nosepieces as even as possible. Once the front row reaches the start box, the pole sitter may accelerate to start the race at any point in the start box, 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. 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 be disqualified from that race with no warning. Once the leaders fire inside the box, the race is officially underway. On the original start and before one (1) complete lap is scored any cars involved in a caution will be given their spot back provided there are no penalties to be assessed. Double-File Restarts will be implemented in the Heats, B-mains, & A-Main of American Modified Series events. Heat races and B-mains will get (2) attempts at double-file restarts before going to single file (not counting the initial start). The feature will get (3) attempts at double-file restarts before going single-file. If a caution occurs in the last (5 laps) of the Feature event or last (2laps) of a heat or B-Main the restart will be single-file. 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. Once the correct running order is established the field will be placed in Double-File Restart order. Leader of the race must signal to predesignated on-track official choice of either inside or outside. Rest of field will line up double-file. Once field is properly aligned, you will be given the one to go signal. 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.

## **SPIN RULE**

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.

## **CAUTION PROCEDURES**

In the event of a Caution, the car, or cars, involved in the incident that comes to a stop on the race track, 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. In the event of either a Caution or a Red Flag in the A-main, after one (1) start has been attempted, any car that goes into the Pits will rejoin the Field at the rear. 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. 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. Laps will count when the Leader plus two (2) cars cross the finish line. If a pass has taken place somewhere on the score sheet, we can elect to revert back to the last completed green flag lap. We may elect to leave a car in line after a pass if a car is considered to be making forward progress through the field. Any Driver that spins, for any reason, as he is being lapped, or, is about to be lapped by the leader, and brings out

the Caution will be scored one lap down from that point onwards in the race. Any Driver, or any member of any Team who works on the car, during a Caution or Red Flag, 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 asked by a series official, if asked by an official then if the car is able to continue, the driver can resume the Race at the rear of the Field. If a driver gets out of his car for any other reason, and an official didn't ask him to get out of car, the driver will not be eligible to continue that race. No cars are allowed to pit under caution or red flags during Heats or B-Mains. Cars are only allowed to pit during the A-Main and must use hot pit only. These cars will be allowed to re-enter the race and will be scored as long as 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 flag stand after a restart. We reserve the right to amend this policy as needed or dictated by the layout of a given racetrack. 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. Drivers will get two courtesy laps to change a flat tire. 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 as long as they make the one to go signal restart. Designated 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 reenter the track. There will be NO courtesy laps awarded in the cold pit area. Hot Pit area will be announced at the drivers meeting.

## **PENALTIES**

Please note: There is a distinct difference between being given the Black Flag and being Disqualified. 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, Last Chance or Feature. Your car will not be scored from the Black Flag time onwards. 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 a particular event pertaining to driver or crew misconduct.

## **ON TRACK PENALTIES**

The following Penalties will be applied after normal Caution Procedures have been followed, unless special circumstances apply: 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. Any physical confrontation, either on the Race Track or in the Pits, will result in the Aggressor or Aggressors being suspended for the next three 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

Note: Any Driver who enters another Driver's Pit area will be deemed the Aggressor. Away from the driver's Pit area, both drivers will 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. 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. 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. The American Modified Series Officials reserve the right to increase the above Penalties, depending on the severity of the incident. NOTE: 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 WILL BE SCORED ONE LAP DOWN. 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.

***ANY DRIVER AND OR RACE TEAM MEMBER THAT THREATENS A SERIES, UMP AND OR TRACK OFFICIAL WILL BE SUSPENDED FOR 2 RACES AND DOCKED 300 POINTS. IF THIS HAPPENS A 2<sup>ND</sup> TIME THEY WILL BE BANNED FROM THE SERIES FOR 2018.***

***ANY DRIVER AND OR RACE TEAM MEMBER THAT INSTIGATES A FIGHT WITH AN SERIES, UMP AND OR TRACK OFFICIALS WILL BE BARRED FROM THE AMS FOR 2018.***

## **TIME**

ALL DRIVERS PLEASE NOTE: 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. As a general 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, 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. It should also be noted that 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. Will be enforced!***

## **PROVISIONALS**

Two American Modified Series provisional starting positions will be awarded at each event. Provisional starting positions are awarded to active 2018 AMS members that have used the fewest provisionals at this point of the 2018 season. If a tie exists, provisional starting positions will be awarded to the active 2018 AMS member that is ranked higher in the championship point standings. To begin the 2018 season, AMS will award provisional starting positions for the first three events based on the final 2017 championship point standing (Please note a driver must be an active 2018 AMS member before any provisional is awarded). If all 2018 AMS members transfer to the feature event, provisional starting positions will result back to fastest qualifier that has not transferred to the feature event.

## **PROMOTER'S OPTION**

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, in this event; the starting grid of cars would increase from 22 to 24 cars.

## **CHANGES/SUBSTITUTIONS**

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. 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. At all races, once the Feature Race has pulled away from the starting grid, no car changes will be permitted. It should be noted that certain procedural changes might have to be implemented during the Season. Any changes will only be made with the Drivers, Teams, Promoters and Fans best interests in mind.

## **RAINOUTS**

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 complete new show on the rescheduled date. Any Driver not present on the previous date may compete upon payment of Entry Fee. 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 crewmembers MUST retain Armbands, or any other Pit-Admission ticket to be re-admitted to a re-scheduled event. Tracks are not required to refund Pit Admission. 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. RAIN DELAYS – 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 amount of laps for Time Trials, Heat Races and Main events may be shortened. 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. If the event cannot be restarted and must be rescheduled for a later dates other than the next day. The races will be restarted from the previous portion of the event