



2019 SOUTHEASTERN MODIFIED SERIES RULES

TO ALL COMPETITORS/PARTICIPANTS

THE INTENT OF THE SOUTHEASTERN MODIFIED SERIES IS TO MAKE RACING FUN AGAIN. THE RULES THAT FOLLOW WERE THOUGHT UP WITH YOU THE RACER IN MIND. THIS IS A SERIES OWNED BY A RACER, TECHED BY A RACER AND OFFICIATED OVER BY RACERS. EVERYONE INVOLVED HAS DEEP RACING ROOTS. WE HAVE ALL BEEN WORN OUT BY TOO MUCH TECHNOLOGY, SKYROCKETING TIRE COSTS AND THE NEED FOR FULL TIME CREW MEMBERS JUST TO BE COMPETITIVE. OUR GOAL IS TO GET TOGETHER 10 TO 14 TIMES A YEAR FOR FELLOWSHIP AND FUN AND GOOD CLEAN HARD RACING. I GOT MAD ONE TIME AT A RACETRACK; CLINT SMITH CAME OVER TO ME AND SAID WHY YOU GETTING MAD, THIS IS SUPPOSED TO BE A GATHERING; WE COME HERE TO ENJOY EACH OTHER AND THE SPORT WE LOVE! THAT WAS THE BEST ADVICE ANYONE EVER GAVE ME AT A RACETRACK. SO ON BEHALF OF MYSELF AND MY TEAM COME HANG OUT WITH US AT THE RACETRACK AND OUR GOAL IS TO PROVIDE YOU A GATHERING YOU WILL BE PROUD TO HAVE BEEN PART OF.

-Under the guideline of the 2019 SEMS Modified rules any and/or rules and as stated in the 2019 SEMS Rule Book, all SEMS rules applies to all except in instances where any local track rules, pertaining to any item are listed in the local track rules, whether that is in the technical components and/or the racing procedures and/or overall rules that are administered by the local track officials and management. In those instances, and where applicable, the local track rules shall prevail.

-The following are the 2019 SEMS Modified rules.

-Under the guideline of the 2019 SEMS Modified rules any and/or rules and as stated in the 2019 SEMS Rule Book, all SEMS rules apply.

-The specifications published shall be considered a section of the "Official Rules and Specifications" for all events, series and sanctions by SEMS. All sections should be considered when determining specifications and governance.

SEMS ANY CAR, TEAM AND/OR DRIVER THAT DOES NOT MEET THESE SPECIFICATIONS AND/OR EQUIPMENT REQUIREMENTS WILL BE SUBJECT TO PENALTIES AS DETERMINED BY THE SEMS.

-ENGINE OPEN

A. Any small block American made push-rod type engine will be permitted as long as the rear of the engine bell housing flange is mounted at least 72"-inches forward from the center of the rear axle. The engine offset must remain within two (2") inches of the centerline from the cross member. The minimum engine height when measured from the ground to the center of the crankshaft is 11" inches. Other engines of the push-rod type that meet this criteria may be approved for competition.

B. All engines used in competition must be able to be used in a conventional passenger car without alteration. Alteration of motor mounts will not be permitted. Alteration of the castings and/or fittings will not be permitted. Any machine work on the outside of the engine or machine work on the front or rear of the crankshaft will not be permitted.

C. Aluminum blocks will not be permitted.

D. Magnetos will not be permitted.

E. Overall dry sump systems will not be permitted.

F. One 2 barrel Holley 4412 will be only Carb allowed. Must pass GO NO GO gauge. May change jets as desired. Carb may be inspected by qualified series official at anytime. Do not change the Carb as it comes from Holley. The open motor rule is a privilege not a right. Let's not ruin it by spending \$1500 on a carb. There will be a carb stock from Holley to Compare to. Lets race and have fun and make as much noise as we can. You can spend \$2500 on a Carb for your 602 or 604 but lets keep it simple on the open motors.

G. The engine must be a normally aspirated configuration.

-Crate 602

A. Must be Factory sealed or must have a seal from a Certified builder. SECA, Fastrak or Durrence Lane. You may run a non sealed version of this motor 2 ways.

1) Run as open motor following open motor Rules.

2) Declare the motor as NON-SEALED But factory stock. Do this at your own risk. Anyone winning with this motor option will be subject to motor confiscation and will not receive money or points until the motor is deemed legal by series officials. Please understand there will be very little grey area here. If the motor is found to be cheated within the bolts you will surrender your motor your entry fees and your membership fees. You will be banned from competing with the SEMS for life. Remember this series is based on fun don't ruin it.

B. Any Carb, Any Spacer, Any header

-Crate 604

A. Must be Factory sealed or must have a seal from a Certified builder. SECA, Fastrak or Durrence Lane. You may run a non sealed version of this motor 2 ways.

1) Run as open motor following open motor Rules.

2) Declare the motor as NON-SEALED But factory stock. Do this at your own risk. Anyone winning with this motor option will be subject to motor confiscation and will not receive money or points until the motor is deemed legal by series officials. Please understand there will be very little grey area here. If the motor is found to be cheated within the bolts you will surrender your motor your entry fees and your membership fees. You will be banned from competing with the SEMS for life. Remember this series is based on fun don't ruin it.

B. Any Carb, Any Spacer, Any header

GENERAL MOTOR RULES

H. Alteration to the cooling system will be permitted. If alterations to the cooling system are made the stock appearing hood line must be maintained. Radiator must be in front of the motor.

I. The battery must be securely mounted and shielded. The battery must not be mounted inside the driver's cockpit.

J. The exhaust system(s) must be mounted with the exhaust directed away from the vehicle and away from the ground. The exhaust system(s) must remain completely below the interior deck of the car. The entire exhaust system (including the exhaust pipe and/or header exits) must be inside all parts of the body. The only breach of any interior or exterior body panel that will be permitted is for routing the left side header or exhaust pipe on the left side of the car. When routing the left side header or exhaust pipe through the left side firewall a maximum of 1/2" inch clearance around the header or exhaust pipe will be permitted.

K. Local track rules will prevail when decibel and/or muffler rules.

L. FUEL PUMP MUST BE MECHANICAL. NO BELT DRIVEN FUEL PUMP.

M. POWER STEERING PUMP MUST BE ON FRONT OF MOTOR.

-Transmission & Driveline

A. The drive shaft must be made from magnetic steel or approved carbon fiber. Fiberglass driveshafts will not be permitted. The driveshaft must be painted white with the car number clearly labeled on the drive shaft.

B. A 1/2"-inch x 2"-inch 18-gauge steel drive shaft hoop is mandatory. The drive shaft hoop must be at least six (6") inches behind the universal-joint. Two hoops are strongly recommended. A single 1/8"-inch plate on the right side of the drive shaft tunnel is recommended.

C. All competitors are encouraged to perform systematic checks on their drive-train.

D. Direct drives and/or any type devices will not be permitted.

E. The transmission must be bolted to the engine. All cars must have forward and working reverse gears and be able to shift to forward or reverse with engine running. BERT-type transmissions will be permitted.

F. Clutch-type transmissions must be equipped with explosion-proof steel bell housing. In lieu of an explosion-proof bell housing or if one is not available for your engine, a shield of at least 1/2" inch x 6"-inches covering the clutch area 360 degrees securely fastened in place and fabricated from magnetic steel will be permitted.

-CHASSIS AND FRAME

A. Only factory production full 1965 or newer parallel American passenger car frames will be permitted. The frame must be complete in front of firewall. Cutting of the frame in any way in front of firewall will not be permitted.

B. The frame must remain unaltered and must meet the requirements of the attached drawing.

C. UNALTERED FACTORY FRAME

D. The Right-side frame rail may not be altered and/or raised and/or moved from the stock OEM location in any manner and must measure a maximum of six (6) inches from the ground to the bottom or lowest edge of the frame rail.

E. The front cross member may be notched to allow clearance for the radiator only. The cross members must be plated to retain complete box configuration.

F. Jeep, Bronco, 4-wheel drive, front wheel drive or sports car frames will not be permitted.

G. The minimum wheelbase permitted will be 108" inches. The maximum wheelbase permitted will be 112" inches. No tolerance – measurements are as posted

H. Fiberglass lift bars and/or rear torsion bars will not be permitted.

I. Any frame may not be widened or narrowed and must be able to support the roll cage on both sides and must be full and complete on both sides.

J. The minimum frame and body height from ground is four (4) inches.

K. The front bumper must be mounted to the ends of the frame with the bottom loop parallel to the ground.

L. A minimum of 1" diameter tubing and/or pipe is required to for towing of the vehicle.

M. The rear bumpers must be constructed of tubing and/or flat stock. All rear bumpers and/or tubing utilized in the fabrication of the rear bumper assembly must have an end cap. The rear bumpers must protect the fuel cell.

N. The bumper(s) (front and rear) when measure from their center(s) must have a minimum of 25" inches of ground clearance. There will be a two (2) inch tolerance, plus or minus regarding this dimension. The rear bumper and/or the nerf bars must not extend beyond the width of rear tires. All bumpers must have round edges. Sharp edges on any bumper and/or bumper surface will not be permitted.

O. The brace bars forward of the roll cage must not extend higher than stock hood height.

P. The rear push bars must not extend beyond six (6") inches of the rear quarter panel(s).

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

R. The maximum overall width of the car, front and/or rear, shall not exceed 78" inches when measured from the outside of the tire tread on both sides of the vehicle. A maximum one (1") inch spacer between the hub and wheel will be permitted. Steel and/or aluminum spacers will be permitted, provided the overall tread width of the vehicle does not exceed 78"-inches.

-WEIGHT / WEIGHT / WEIGHT / WEIGHT / WEIGHT

OPEN MOTOR 2600

604 2500

602 2400

A. All added weight(s) must be painted white with the car number clearly labeled on each weight.

B. All added weight(s) must be securely mounted to car with minimum of two (2) 1/2"-inch bolts that pass completely through each weight and the car. Weights that are mounted on the rear bumper or outside the body of the car will not be permitted. All added weight must be mounted below all windows and the interior sheet metal.

C. All added weight(s) must be securely attached to the frame below the body decking.

D. Frame is defined as the steel welded structure only.

E. Any part that moves or is not a fixed component to the steel frame structure may not be used for any weight attachment.

F. Weights attached to the rear bumper and/or outside the frame will not be permitted.

G. Any car that loses any weight(s) during any event may be fined up to \$500.00.

H. The minimum weight of car is with driver at ALL TIMES including after the race.

I. All weight determinations will be measured on the scales selected by the local track officials and/or by SEMS Officials for each racing event. Burn off and/or weight percentages and/or tolerance after the completion of any racing event will not be permitted.

J. All cars will weigh as directed by announcement, radio message or posted at the designated Scales, per the weight rule, and track layout. All cars must weigh in immediately following their races as directed. Any detour, redirection or MUD PUDDLE MEANDERING, may result in disqualification or penalty.

K. The winner must weigh prior to any Winner's Circle Interview or Presentation.

L. Any detour to the scale, may result in loss of finish position or time. Should any car stop on the way to the Scales, and be touched by anyone other than a Race Official, the Driver may be disqualified. Any car not meeting the minimum weight, after the designated event will lose its time, and or finishing position from that event.

M. The scales used for the event, provided by the series or the track, will be considered the official scales for the event.

N. Scales will be available for any team to verify its car weight and determine the scale weight.

O. Officials will allow a car to re-scale two times by pulling off scale and pulling back on. Reading of the third attempt will become the entered weight.

-FUEL CELLS AND FUEL

A. Fuel cells must be used in accordance with the manufacturers specifications. Alterations of any kind will not be permitted (example: alterations to top plate, alterations or removal of foam, etc.).

B. Either meet FT3 or SFI 28.3 requirements and/or Include:

a. Key components of an approved fuel cell are: a metal container, bladder, foam baffling for slosh and explosion suppression, flap valve and rollover vent valve, threaded or snap lock cap.

b. Fuel valve plate, fuel pickup and fuel return fittings must be on the top of the fuel cell.

c. The fuel cell must be completely enclosed in an 18-gauge magnetic steel container.

d. Fuel cells that are not contained within a welded steel tubing "rack" must have two (2) equally spaced steel straps that measure two (2) inches wide by 1/8 inch in thickness that completely surround the fuel cell. The straps must be bolted to the frame. Longitudinal (front to rear) orientation is recommended for strap mounting.

C. The maximum capacity for the fuel cell will be 22 gallons.

D. All fuel cells must be completely visible.

E. The fuel cell must not extend lower than protective tubing.

F. NO ALCOHOL OR ANY FUEL THAT WHEN BURNING BURNS CLEAR. OUR SERIES TECHMAN IS ALSO A RETIRED FIRE CAPTAIN SO YOU WILL NOT GET AWAY WITH RUNNING ANY TYPE OF FUEL WHICH OUR HOST TRACKS HAVE NO WAY TO PUT OUT. THIS IS SIMPLY A SAFETY ISSUE.

G. Nitrous oxide, nitrous methane, propylene oxide or any type of additives will not be permitted.

-BODY (See drawing diagram for reference – there may be dimensions referenced in the drawing

diagram that are not referenced in the written rules and vice versa. All dimensions whether written and/or referenced in the drawing diagram dimensional are rule(s)).

A. All bodies must follow dimension(s) and the appearance as shown in diagram. The body shall be the fabricated modified body from approved vendors. The body must be symmetrical, including but not limited to doors, nose, sail panels, spoiler supports, etc.

B. The front windshield and rear window support must be stock appearing. The front window support(s) may have a clear Lexan support of no more than 16" inches including the roof post at the bottom and going straight to the roof. The support must be securely fastened in a positive manner.

C. The front roof post must be in a straight line from top to bottom.

D. The sides of the engine compartment must remain open. Any side panels in the engine compartment area will not be permitted. A five (5") inch maximum drop of the hood on either side of the hood will be

permitted and it must be enclosed at the rear of the hood. The firewall on driver's side must meet the front of the door. The firewall must be a minimum of 16"-inches in length from top-to-bottom.

E. The top of the doors must remain in line with the rear engine plate. The bottom of the doors may extend a maximum of eight (8") inches past the motor plate toward the front of the vehicle. Any material that exceeds 8"-inches forward of the engine plate will not be permitted.

F. Right panel from top of door to bottom of door may not be no more than 3 inches and must be mounted straight inside the bottom.

G. A maximum one (1") inch flange on the outside edges (left and right side vertically) for the purpose of strengthening only will be permitted on the front nose only. Side fins and/or flanges of any kind along the length of the entire car (hood, front, and/or roof) will not be permitted.

H. A maximum of one (1) stone deflector, mounted only on the right side of the car, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it and is designed to protect with a maximum size of eighteen (18"x18") inches square and mounted only from the upper right frame rail to the lower right frame rail.

I. The minimum roof height is 42" inches with a maximum height of 52" inches.

J. The minimum deck height is 28" inches with a maximum height of 39" inches.

K. All cars must have a car number on both sides and the roof that are at least 18" inches in height and 14" inches in width.

L. The driver's last name must be displayed under the car number in a legible font that is a minimum of eight(8") inch high letters.

M. A minimum of two (2") inches of tire clearance from the body is required.

N. The minimum ground clearance will be four (4") inches.

O. The measurement from center of the hub to the rear top of deck will be a minimum of 34" inches and a maximum of 48" inches.

P. The maximum body width at the body's widest part will be 72" inches. The minimum of width at the body's narrowest part will be 53" inches. The top of the doors may have a maximum width of 67" inches. The bottom of the doors may have a maximum width of 68" inches. Q. On the left side, the rear of the door may flare out six (6") inches for tire clearance.

Q. The bottom of the flare must be curved and rounded not pointed in any fashion.

R. The maximum rear width of car must be 67" inches at the widest point.

S. The maximum roof width will be 50" inches with a minimum of 44" inches.

T. The maximum roof length will be 56" inches with a minimum roof length of 41" inches.

U. The maximum height on rear roof post vertical is 3" inches.

V. The nose piece must not exceed 45"-inches in width, centered between the frame rails and must not extend past the leading edge of the front bumper. The nose piece must have a minimum of six (6") inches from the ground to the bottom edge of the nose piece.

W. The MD3 D3 Modified Aero Valance is approved.

X. Rear spoilers of any type, including but not limited to, shaping of panels, shaping of interior body panels, shaping and/or redirecting airflow with sail panels, etc., will not be permitted.

602 MAY RUN 6 INCH SPOILER

604 AND OPEN MOTOR MAY RUN 2 INCH SPOILER

-INTERIOR AND DRIVER COMPARTMENT

A. All windows must have a minimum 11"-inch vertical opening. The entire interior must have a minimum of

11"-inches of clearance from the interior deck to the roof and all sections of the roll cage. The minimum window opening will be 12" inches. The interior deck sheet metal to the right side of the driver from the back of the seat forward should be fabricated on an angle from the driveshaft tunnel to the right-side window to promote ease of exit for the driver through the right side and or front window opening.

B. A master ignition switch within easy reach of the driver is mandatory. The switch must be clearly labeled "ON" and "OFF".

C. Hydraulic and/or pneumatic weight jacks, trackers, or similar adjustable components of any type will not be permitted.

D. Mirrors of any type will not be permitted.

E. The drivers compartment must be sealed from the engine and the race track. The rear bubble of the hood should be closed and sealed from the driver.

F. The maximum slope/rake of the interior sheet metal "shelf" front-to-rear is 4"-inches when measured from the firewall to the top of the most rearward part of the rear deck. A maximum of 2"-inches of slope/rake will be permitted in front of the rear of the seat to the firewall and a maximum of 2"-inches of slope/rake will be permitted from the rear of the seat to the top of the most rearward part of the rear deck.

G. The top of the interior must be flush with the top of door and quarter panels. A one inch drop on the inside will be permitted when measured laterally from the top of the doors to the lowest part of the deck.

H. Any car in competition must have right side door bars as part of the roll cage. Please reference – B in the roll cage section of the 2019 SEMS Modified Rule Book. – Roof & Roof Supports (see drawing diagram for reference)

A. All roofs must be full size. Half-moon roofs will not be permitted. The rear edge of the roof may not be mounted more than 12" (twelve inches) past the rear axle. The roof must be symmetrical.

- B. Wings, roof spoilers or ground effects of any kind will not be permitted.
- C. All flat type roofs will be allowed a maximum 3"-inch difference in height between the front of the roof and the rear of the roof. This measurement may be taken from the interior and/or the ground. The rear of the roof must maintain the same height from side to-side.
- D. All curved type roofs will be allowed a maximum of 5"-inches in the front and 2"-inches in the rear. The break in the roof must be within 6"-inches from the center of the roof.
- E. Wedge roofs will not be permitted.
- F. Dished roofs will not be permitted. Roofs must be rounded side-to-side. Bead rolls will be permitted.
- G. The rear roof post must begin where it meets the back edge of the roof. The rear roof supports may not extend past the front side of rear upright of the roll cage.
- H. The side vents on the front roof posts may extend rearward from the lowest point, a maximum of 16"-inches, then at a 90-degree angle to roof for one (1) configuration, side vents must meet the outside of the car.
- I. The roof side (sail) panel window size must be 10"-inches x 15"-inches and must match drawing number - 2- side view. There will be a tolerance of 2"-inches at the top and 3"-inches at the bottom. A maximum crown of two (2) inches will be permitted, measured from the center of a common tangent point on either side of the crown. The roof side (sail) panels must be symmetrical.
- J. If the long roof side (sail) panel is being used a 1"-inch radius will be permitted.
- K. Any sun shield must be on hinge for easy exiting, taping will not be permitted. The window opening must remain at a minimum of 12"-inches.
- L. All race cars in competition must meet the measurements illustrated in the SEMS drawing.
- M. There are only 4 (four) approved roof supports to choose from.
- N. The roof should be single thickness of material. The roll bar hoops must be exposed for inspection.
- O. If the roof is curved then a level will be placed on the top of the car and if the roof is 5"- inches or less in the front and 2"-inches or less in the rear and the break is in the middle then the roof will be permitted.
- P. The roofs must be stock appearing. The roof must maintain the same height on both sides. If a SEMS and/or local track official determines the roof does not meet the requirements as stated above then a penalty as determined by the official may be determined prior to competition, additional weight and/or other penalties, unless the roof can be returned to within the parameter as stated above prior to competition in the event that the roof was inspected for.

-Suspension / Steering

Suspension/Steering designs and applications are constantly evolving. Although the intent of the suspension/steering rules are an attempt to accommodate the majority of suspension/steering and

suspension/steering component designs and applications currently being used in competition, the rules cannot be absolute.

Any and all new designs or modifications to an existing suspension/steering and/suspension/steering component must be communicated to and approved by SEMS Racing before being used in competition. Unless otherwise specified, suspension/steering components must be manufactured using magnetic steel only. This includes but is not limited to, shocks, hubs, all control arms (A-frames), axle tubes, tie rods, etc.

-FRONT SUSPENSION

A. All front suspension and steering components (except the upper control arm mounts) must utilize the original O.E.M. suspension and steering component mounting holes. All mounting holes must remain a single round hole as produced by the O.E.M. Adjustable mounts and/or "slugs" will not be permitted.

B. Weight jacking bolts (wedge bolts) may be added to O.E.M. frame but, must be located within 1(one) inch of the original centerline of the O.E.M. front spring location.

C. Unless otherwise specified, the front suspension components must be O.E.M. serviceable parts and originate from the same O.E.M. frame manufacturer for that application.

D. Unless otherwise approved, only O.E.M. and/or O.E.M. replacement type passenger car spindles will be permitted. Spindle O.E.M. manufacturer and model is optional. Fabricated spindles will not be permitted. Spindles must not be altered. O.E.M. spindles utilizing a removable steering arm must use the same O.E.M. steering arm originally supplied with the type and model of spindle being use or a fabricated steering arm that is an exact match (length, mounting holes, etc.). If a fabricated steering arm is used, competitors must be prepared to supply an O.E.M steering arm for an inspection comparison.**

E. As of 01/01/2018 the following approved multiple piece aftermarket spindles may be used for competition.

a. Speedway Motors: 91034313, 91034501/2, 91034511

b. Afco: 1063435L/R

c. Argo manufacturing: RP-929 (AMC), Mustang II

Alterations and/or relocation of the lower control arm mounts will not be permitted. Lower control arms may be O.E.M. lower control arms for the frame being used or SEMS approved fabricated lower control arms, which are mounted in the O.E.M. location and maintain the O.E.M. dimensions. Lower control arms must be the same length when comparing to O.E.M. right and left. The lower coil spring seat must be an integral welded component of the lower control arm. If using spherical rod ends (heim joints) as lower control arm mounts, the spherical rod ends (heim joints) must be welded to the lower control arm to prevent adjustment. Competitors must be prepared to supplyan O.E.M lower control arm for an inspection comparison. All fabricated lower control arms must fit the SEMS lower control arm fixture(s).

F. Tubular-type upper A-frames will be permitted. The upper A-frame mounting locations may be relocated. Aluminum cross shafts will be permitted.

-STEERING

A. An O.E.M. steering system applicable to the O.E.M. frame assembly must be used. The steering system must consist of 1 (one) reciprocating steering gear assembly, 1 (one) pitman arm, 1 (one) idler arm, 1 (one) center steering link (drag link), 2 (two) inner tie rod ends or spherical rod ends, 2 (two) adjusting sleeves, and 2 (two) outer tie rod ends or spherical rod ends. Additional components, braces, rods, etc. will not be permitted.

B. O.E.M. or exact fit aftermarket replacement center steering (drag) link, pitman arm, and idler arm available at auto part replacement venues will be permitted. Aftermarket components must match O.E.M. for all specifications, dimensions and design. Only single point round tapered mounting holes and O.E.M. tapered ball studs will be permitted.

C. Aluminum Tie Rod Tubes may be used. This is only to help save more expensive components as the result of a collision.

D. Steel spherical rod ends (heim joints) and fabricated magnetic steel tie rod adjusting sleeves will be permitted. 5/8" or larger spherical rod ends and fasteners must be used. The inner rod end must connect to the center steering link using a stud that is tapered to fit the center steering link on one end with a straight 5/8" stud on the opposite end, or the center steering link may be drilled to accept a 5/8" bolt. The outer rod end may use a 5/8" grade 8 bolt with a bump steer spacer to connect to the steering arm. The O.E.M. steering arm may be drilled to accept a 5/8" bolt.

E. The steering shaft and interior mountings may be fabricated. The steering wheel must remain on the left side of the vehicle. The steering shaft must have at least 1 (one) universal type joint to allow shaft to "fold" under impact.

F. All steering wheels must connect to the steering shaft with an approved quick release coupler. SFI certified steering wheel couplers are highly recommended.

-Rear Suspension

A. Rear suspension configuration used on current and new chassis(s) must be the design commonly known as four (4) link. Older cars currently competing with other rear suspension designs will be allowed to compete until further notification at the discretion of the Series Director.

B. The frame/roll cage structure must have integral welded mounting brackets for the attachment of rear suspension components. Frame suspension mounts may be welded or bolted securely (without any movement) to the frame/roll cage structure.

C. The only material used to fabricate frame suspension mounts that will be permitted is magnetic steel.

D. Axle Housing Mounts:

a. Aluminum birdcages will NOT be permitted.

b. Axle housing mounts may be a solid (welded) type or a floating type (birdcage) design.

c. Only one (1) axle housing mount per side will be permitted.

E. The final assembled axle housing mount must be a one (1) piece mount. When a floating type mount (birdcage) is fabricated using two (2) pieces, the two (2) pieces must create a common one (1) piece pivot (barrel). The two (2) pieces must be fastened or welded together to prevent independent

movement of the two (2) pieces. The axle housing mount must attach directly to the axle tube with clearance only to permit rotation of the entire mount. Fore, aft or vertical movement of the mount or the axle housing within the mount will not be permitted.

F. Only 2 (two) radius rods per side will be permitted to be connected from the axle housing mounts (birdcages) to the frame. Radius rods must be magnetic steel. Spring rods or any type of radius rods that change length dynamically are not permitted. (See Brakes 15.7.6D for floating caliper specifications)

G. Independent rear suspensions will not be permitted.

SOUTHEASTERN MODIFIED SERIES - SPRING AND SHOCKS

A. One (and only one) coil or leaf spring per wheel must be used. Coil springs must be manufactured from magnetic steel. Rear leaf springs (if used) may be either magnetic steel or an approved composite material. All coil springs must be a minimum of 5 (five) inches in diameter. Coil springs must be wound with all coils being the same O.D., I.D. from the top to the bottom of the spring. The coil spring wire diameter must be the same from the top to the bottom of the spring. Coil spacing must be equal. Round coil spring wire must be used. Coil springs with linear spring rates are the only coil springs permitted. Air springs are not permitted.

B. Front coil springs:

a. The top of the front coil spring must be closed end and ground flat.

b. The upper front coil spring mount must be flat and support the top of the spring 360 degrees.

c. The lower end of the front coil spring must be an open end with a maximum gap of ¼ inch between the "tail" of the spring and the next coil.

d. The lower front coil spring mount may have a single step to prevent spring rotation and accommodate the open end of the spring. The step of the lower front coil spring mount must not exceed one (1) inch in height. The lower coil spring mount must be a welded integral component of the lower control arm. When installed the lower end of the front coil spring must be supported 360 degrees.

C. Rear Coil Springs:

a. The top and bottom of the rear coil spring must be closed end and ground flat.

b. The upper and lower rear coil spring mounts must support the spring for 360 degrees.

c. Rear steel coil-over eliminators and/or steel/aluminum coil-over kits will be permitted. The coil-over eliminators and/or coil-over kits must conform to the shock and spring rules.

d. Only one coil spring per wheel will be permitted.

D. All rear springs must have a tethered and/or cable system in place to securely fasten them in position in the car.

-SHOCKS / SHOCKS / SHOCKS / SHOCKS

A. All shocks MUST come from Bilstein Dealer Matt Logan. ML Performance is the ONLY authorized shock company of the Southeastern Modified Series. Shocks are \$200 ea with an available option for the RF & LR bringing the total amount of shocks you will EVER need to a staggering grand total of 7 including an optional 90/10 shock WHICH MUST BE OIL and has a 75 dollar claim. These shocks are rebuildable and will have a schrader valve on them so you can adjust gas pressure. You will receive a dyno sheet with your shocks. A MINIMUM OF 1 SHOCK WILL BE CONFISCATED PER EVENT FROM ANY COMPETITOR. A SHOCK WILL BE SWAPPED IN ITS PLACE. ANY SHOCK CAN AND WILL BE SENT TO ML PERFORMANCE FOR DYNO TESTING. ANY SHOCK NOT MEETING THE ORIGINAL DYNO SPECS OF THAT SHOCK WILL BE DISASSEMBLED AND CHECKED FOR DAMAGE. IF WHILE DISASSEMBLING THE SHOCK AT ANY TIME ML PERFORMANCE DEEMS THE SHOCK TO HAVE BEEN TAMPERED WITH IT WILL RESULT IN LOSS OF SHOCK TESTED. TAMPERING with these shocks will result in loss of points and any purse money you may have been entitled to. TAMPERING with these shocks will result in loss of membership fees and or entry fees you may have paid. TAMPERING with these shocks will result in LIFETIME BAN with the SOUTHEASTERN MODIFIED SERIES.

B. Coil over shocks of any type on the front of the car will not be permitted.

C. Only one shock per wheel will be permitted. Lay down shocks less than 12" (twelve inches) away from brake rotor will not be permitted.

-AXLE HOUSING AND DIFFERENTIAL

A. The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel hubs and axle shafts. "Live axle"-type rear ends will not be permitted.

B. Quick change rear ends will be permitted.

C. The center section of the axle housing must be manufactured of either aluminum or magnesium.

D. Axle tubes must be one (1) piece and manufactured of magnetic steel only. Axle tube internal inserts or external sleeves will not be permitted.

E. The axle tube must not exceed (3) three inches O.D. (outside diameter) at any point from centersection to hub.

F. Aluminum spools will be permitted

G. Part # 91045509 Speedway magazine this is the ONLY approved pull bar authorized for use in a SEMS Modified. Replacement rubber bushings are available in multiple durometer ratings. Two rubber bushings needed per bar.

Blue = Soft

Red = Medium

Black = Hard

These Biscuits are 12.99 ea. You may use them as you see fit. No more than 2 bushings allowed in bar at any time. Do not try and manipulate this device. You can expect to have this checked regularly.



-Brakes

A. All cars must be equipped with a working braking system on all four wheels and all four wheels must be able to stop/brake at all times.

B. Front brakes must utilize a one piece O.E.M. or aftermarket O.E.M., magnetic steel hub and vented rotor assembly. Rear brakes must utilize magnetic steel vented rotors. Carbon fiber, aluminum, and solid disc rotors will not be permitted. Drilling, lightening and/or any alteration to the brake rotors or calipers will not be permitted. Brake rotors of excessive size or weight when compared to an O.E.M. brake rotor will not be permitted.

C. Only stock O.E.M. and/or SEMS approved aftermarket calipers will be permitted. The following calipers have been approved for competition:

a. Wilwood: P/N # 120-7197, 120-13900, 120-13899

AFCO: P/N # 6630311 and 6630310.

D. Front calipers must mount solid to the front spindle. Rear calipers may be a solid mount type or a floating type design. Both solid and floating type rear caliper mounts must be mounted to the rear axle housing. When using a floating rear brake caliper, it must be completely separate from the rear axle housing (birdcage) mount. The floating rear caliper mount must pivot independently and be supported by one radius rod to the frame only.

E. Brake proportioning (bias) valves and a right front shut off valve are permitted.

-Wheels & Tires

A. The tire rule may be amended by bulletin. NO PREPPING

B. The only tires approved for SEMS competition are the American Racer Mod + 3 tire

C. The AR500 may be used as a LF option tire. NO PREPPING

D. NO GROOVING allowed. NO PREPPING

E. NO SIPING ALLOWED. NO PREPPING

F. Recapping of an approved tire is not permitted.

G. Any local track and/or SEMS official can AND WILL confiscate any tire at any time and during any SEMS event to be evaluated and analyzed including verification using a tire durometer. Tires WILL also be submitted for further chemical analysis. NO PREPPING

H. Defacing or altering any of the manufacturer's identification markings, letters, words, numbers, on any tire will not be permitted.

I. Any alteration of tires WILL result in immediate suspension from all SEMS racetracks and/or events and/or penalties deemed appropriate by local track and/or SEMS. Tire softeners and/or chemicals designed to alter the chemical characteristics of the tire and/or the tire surface will not be permitted.

K. Bead locks will be permitted on the right side only.

L. Wheel discs shall be fastened to the wheel using a minimum of three (3)- 5/16 inch or (3) ¼ inch diameter magnetic steel hex head bolts.

M. The use of wheel discs with any other type of fastener will not be permitted.

N. As an option, a wheel cover with minimum of (5) five steel Zeus fasteners mounting points may be approved.

O. Only 8-inch SEMS UMP IMCA approved and labeled racing wheels will be permitted. Wheels must not weigh over 30 pounds INCLUDING TIRE!

1) 2019 ONLY 10 INCH WHEELS WILL BE PERMITTED THERE WILL BE A 25LB WEIGHT PENALTY .

2) THIS IS TO ALLOW SUPER STREET GUYS AND GALS TO USE WHAT THEY HAVE. THIS RULE WILL EXPIRE AT THE END OF THE 2019 SEASON. CANNOT MIX AND MATCH WHEELS. USE EITHER 8 OR 10 INCH WHEELS NO MIXING AND MATCHING. THIS NEEDS TO BE CLEAR IT WILL COST YOU IF YOUR NOT CAREFUL WITH THIS. THIS RULE CAN BE AMENDED AT ANYTIME WITHOUT PRIOR WARNING IF THIS RULE IS ABUSED TO GAIN AN UNFAIR ADVANTAGE.

P. All wheels must be conventional one-piece magnetic steel and must be mounted with lug nuts. Aluminum, plastic and/or carbon fiber wheels will not be permitted. R. All wheels must be fastened to the hub with five STEEL lug nuts.

Q. Wheel spacers are permitted. Wheel spacers may only be manufactured from magnetic steel or aluminum. Exotic, heavy metals are not permitted. Wheel spacers must not exceed one (1) inch in thickness. Wheel spacers must not exceed a 6-1/2 inch outside diameter.

R. Approved fastening (nut assembly) systems:

a. Keyser Manufacturing – Part #100 7-101.

b. Wehrs Manufacturing – Part # WM377A-312 Aluminum 5/16 / WM377S-312 Steel 5/16

c. Triple X Chassis – Part # SC-WH-7810 (for a 1" spring) / SC-WH-7820 (for a 1 3/8" spring)

d. Pit Stop USA Part #:

e. Smith Precision Products – Part # MC-516-18

-Personal Protection Equipment

Note: Industry approved requirements in the Personal Protection Equipment will begin to be introduced into all divisions. When upgrading or purchasing new please consider the future requirements.

-Roll Cage

A. All cars must have a roll cage. The roll cage must be approved prior to competition and it must be welded to the frame. The driver's head must not protrude above the top of the roll cage with

B. the driver's helmet on. The top of the roll cage must extend above the top of the driver's helmet by a minimum of one (1) inch. The entire roll cage and all roll bar pieces must be fabricated from magnetic steel a minimum of .095" in thickness.

C. The driver and right-side door bars must be parallel to the ground and located perpendicular to the driver. There must be right side door bars. The side bars must be welded to the front and rear of the roll cage. No brazing or soldering is permitted. The door bars must have a minimum thickness of .095" and must have a minimum of 1-1/2" diameter. On the driver's side, there will be a minimum of three (3) door bars.

D. Foot protection is mandatory. One piece of magnetic steel tubing, a minimum .095" in thickness, must be fastened and/or welded across the back of the engine with vertical tubing a minimum of .095" thick.

E. The door side roll bars are mandatory and must extend into the door panels.

F. The roll cage must consist of continuous hoops that are no less than 1-1/2" in diameter and must a minimum thickness of .095".

G. The roll cage must be mounted securely (welded) to the frame in a minimum of 6 (six) places.

H. The roll cage must consist of a configuration of front and rear hoops connected by tubing on the sides and/or side hoops. Roll cage must be securely supported and braced. Gussets to brace any portion of the roll cage will be permitted.

-OTHER

A. All electronic and/or computerized wheel spin and/or acceleration retardation traction control devices will not be permitted. Controlled timing devices attached to or controlling accelerator or rotation of wheel will not be permitted. GPS and/or any other type of electronic tracking and/or locating device will not be permitted.

B. All traction control devices utilizing wheel sensors and/or any means of measuring ground speed to control wheel spin will not be permitted.

C. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls will not be permitted in cockpit or driver accessible areas. D.) Adjustable restrictor plates will not be permitted.

D. Any remotely controlled components inside or outside the cockpit of any competitor's race car will not be permitted.

E. Radios or devices for transmitting voice or data will not be permitted, either in the race car or on anyone connected with the car.

F. The uses of pit boards or colored flashlights are prohibited

-Series Decals & Patches

A. All participants shall display required decals as provided on decal verification sheet to be allowed to compete.

B. Series Decal on both side of the car is mandatory, Drivers series patch mandatory to receive point fund distribution.

C. To receive any contingency sponsorship awards, team must meet the requirements of the award such as;decals, patches, product use, product verification.

BODY DIAGRAM SEE PAGE 13 AND 14

<http://www.dirtcarump.com/wp-content/uploads/2018/01/2018DIRTcarUMPModifiedRules.pdf>