

KIDMOD 2026 OFFICIAL RULES

Revised: January 23, 2026

SECTION 1 – GENERAL RULES AND PROCEDURES

1.1 The rules and regulations set forth herein do not express or imply any warranty of safety from publication of or compliance with these rules. They are intended solely as a guide for the conduct of the sport and do not guarantee against injury or death.

1.2 The Track or KidMod Series director (TBD) reserves the right to amend, revise, or change these rules at any time.

1.3 All cars are subject to inspection by series or track officials at any time.

1.4 Drivers must be between the ages of **8 and 16**. Minimum age eligibility is subject to individual track rules and insurance requirements. The series will attempt to schedule events at tracks that allow younger drivers whenever possible.

1.5 Drivers may not compete after their 16th birthday. Any driver who turns 16 after the start of the season may complete the current season.

1.6 All awards, prize money, contingencies, and points will be issued to the **car owner**, who must be at least 18 years of age. Tax information must be provided prior to or at the first event.

1.7 Track points will be awarded weekly according to the track's standard point system. A track champion will be determined using that system.

SECTION 2 – SAFETY

2.1 Fire-resistant driving suit, gloves, and shoes are **mandatory** at all tracks.

2.2 A window net (minimum **18" x 18"**) with a quick-release mechanism is **optional**.

2.3 A minimum **five-point safety harness**, including crotch belt, is **mandatory**. Harnesses must be mounted to the frame (not floor pan) in the intended direction of load. Belts must not be frayed or damaged and are recommended to be no more than **three (3) years old**.

2.4 A full-coverage helmet with a minimum rating of **SA2005, SA2010, SA2015, or SA2020** is **recommended**.

2.5 Arm restraints are **highly recommended**. A head and neck restraint device (HANS or equivalent) is **strongly recommended**. If not used, a foam neck brace is **required**.

2.6 Driver seat must be a proper racing seat, mounted on the left side of the car, and securely attached to the frame per manufacturer specifications.

2.7 A Halon fire suppression system is **highly recommended**.

2.8 A firewall must separate the engine compartment from the cockpit. It must be constructed of aluminum or steel, sealed to prevent airflow, and contain no holes or gaps.

2.9 A Raceceiver (or equivalent receiver) is **mandatory**. Cars without one will not be permitted to race.

SECTION 3 – FRAME, ROLL CAGE, AND BUMPERS

3.1 Tubular clip cars must retain stock lower A-arm mounting points and be constructed of **1-3/4" DOM tubing with .095" or .083" wall thickness**.

3.2 Tube-frame cars must utilize coil-over springs (2-1/2" O.D.).

3.3 Tube-frame cars must use rack-and-pinion steering only.

3.4 Stock OEM stub cars must retain stock side rail locations and may be cut off a maximum of **36" forward of the rear axle**. Lower A-arms must mount in stock locations.

3.5 Stock OEM stubs must use stock lower A-arms. Tubular lower A-arms are permitted.

3.6 Only stock OEM or UMP-approved aftermarket stock stubs are allowed. **No right-side raised rail cars permitted**.

3.7 All cars must have a steel roll cage welded to the frame, extending above the driver's helmet, and including a headrest.

3.8 Roll cage must include front and rear hoops connected by side bars or side hoops. Driver's helmet must not protrude above cage height.

3.9 Roll cage must be frame-mounted in a minimum of **six (6) locations**.

3.10 Roll cage tubing must be a minimum of **1-1/2" O.D. with .095" or .083" DOM wall thickness**.

3.11 A minimum of **three (3) windshield bars** is required in front of the driver. Minimum diameter **.320"**.

3.12 Foot protection is **mandatory**. A bar across the rear of the engine with vertical bars, rub rails, or equivalent protection is required.

3.13 Driver-side door bars must be welded to the roll cage, minimum **1-1/2" diameter, .095" wall**, with a minimum of **three (3) bars**.

3.14 A minimum **18-gauge steel door plate** must be welded to the door bars.

3.15 Side roll bars are mandatory and must extend into the door panels. Bars may be welded or bolted. All edges must be smooth and capped.

3.16 Side roll bars must be a minimum of **1-1/4" O.D.** with **.095" wall thickness**.

3.17 Front and rear bumpers must be frame-mounted. Minimum tubing size **1"**. Bottom loop must be parallel to the ground. Rear supports must protect the fuel cell. Bumper center height must be **18" ±2"** from the ground.

3.18 Rear bumpers must not hook or extend past the hoop structure.

3.19 No bars forward of the roll cage may extend higher than hood height.

3.20 Rear push bars may not extend more than **6"** beyond the rear quarter panel.

3.21 All bumpers and side bars must have capped ends.

3.22 Minimum wheelbase is **108"**; maximum wheelbase is **112"**.

3.24 The following chassis are **NOT permitted**: Mark Bush Racing (MBR), Elite Chassis, Lethal Chassis, or Beak-built chassis.

SECTION 4 – STEERING

4.1 Stock-type steering boxes with ratios of **6:1 or 8:1** are permitted.

4.2 Stock stub cars must mount all steering components in OEM locations, including center link and spindles.

4.3 Stock tie-rod ends may be replaced with a minimum **5/8" steel tubing** and steel rod ends.

4.4 Stock OEM spindles or approved three-piece aftermarket spindles are permitted.

4.5 Stock stub cars must mount front springs in stock locations.

4.6 Upper control arms may be tubular steel only. Aluminum cross shafts are permitted.

4.7 Tube-frame cars must utilize rack-and-pinion steering only.

4.8 Tube-frame cars may use tubular lower control arms only.

4.9 Tube-frame cars must use coil-over springs on the front suspension.

SECTION 5 – TRANSMISSION, BELLHOUSING, AND DRIVESHAFT

5.1 Stock manual, automatic, or Bert-style transmissions are permitted.

5.2 Approved aftermarket transmissions are limited to: Bert (Part #LMZ), Brinn (Part #70001), Falcon/Winters (Part #60100).

5.3 Roller-slide or ball-spline transmissions are prohibited. Bert Gen 2, Brinn Predator, and quick-change transmissions are not allowed.

5.4 All V6-powered cars must use a **steel or aluminum bellhousing**. Four-cylinder cars with rear-drive starters may use aluminum bellhousings. Reverse-mounted fuel pumps are permitted.

5.5 Transmissions must be securely bolted to the engine.

5.6 Clutch-style transmissions must utilize an explosion-proof steel bellhousing, a 360-degree steel shield (minimum **1/2" x 6"**), or an approved NHRA transmission blanket.

5.7 All cars must have operational forward and reverse gears with the engine running.

5.8 Direct-drive systems are prohibited.

5.9 Driveshafts must be steel and painted white or silver with car number visible. Carbon fiber or aluminum driveshafts are permitted.

5.10 A **6" steel driveshaft loop** with **.120" wall thickness** is mandatory. A driveshaft tunnel of **.060" aluminum or 18-gauge steel** covering the driver's leg area is required.

5.11 Automatic transmissions must be equipped with a bellhousing safety shield.

SECTION 6 – FUEL SYSTEM AND FUEL CELL

6.1 All cars must utilize a fuel cell with a minimum capacity of **12 gallons**, fully enclosed in an **18-gauge steel container**.

6.2 Fuel cells must be secured using a minimum of **two (2) steel straps**, each **2" x 1/8"**, or mounted using **1" x 1" square tubing**.

6.3 Approved fuels are **pump gasoline or E85 only**.

6.4 Alcohol, racing fuel, oxygenated fuels, or exotic fuels are prohibited.

6.5 Upper-cylinder lubricant additives are permitted.

6.6 Fuel cell vents and caps must include a rollover check valve. Cells without aircraft-style filler caps must use an approved rollover valve.

SECTION 7 – BRAKES AND BRAKE SYSTEMS

7.1 All cars must be equipped with fully operational brakes capable of locking all four wheels. Right-front shutoff is permitted.

7.2 Steel brake rotors only. No drilling, slotting, scalloping, or lightening permitted.

7.3 Rear brake rotor weight must be between **7.400 lbs minimum** and **9.500 lbs maximum**.

7.4 Single-disc, scalloped, slotted, or drilled rotors are prohibited.

7.5 Stock OEM steel calipers only. Weight must be between **5.340 lbs and 6.825 lbs**. Steel caliper bolts required.

7.6 Aluminum or carbon-fiber brake components are prohibited.

7.7 Caliper brackets must be steel and no thicker than **1/4" (.250")**.

7.8 Only IMCA-approved rear brake rotor hats are permitted.

7.9 Floating rear brake systems are prohibited.

SECTION 8 – WEIGHT AND BALLAST

8.1 Ford 2300 engines: minimum weight **2100 lbs with driver** at all times.

8.2 Engine Option #2: minimum weight **2175 lbs with driver** at all times.

8.3 All ballast must be painted white and display the car number.

8.4 Ballast must be secured using a minimum of **two (2) 1/2" bolts per weight**.

8.5 Ballast may not be mounted to rear bumpers, outside the car, inside the cockpit, or on rear-end housings or axle tubes.

8.6 Any ballast loss during competition will result in a **\$50 fine**.

8.7 Any illegal ballast location will result in a **\$100 fine** and the car will not be allowed to compete until corrected.

8.8 Track scales are official for that event.

8.9 Failure to report directly to scales after a race results in disqualification.

SECTION 9 – ELECTRONICS AND TRACTION CONTROL

9.1 Traction control or electronic wheel-spin devices are strictly prohibited.

9.2 All applicable UMP electronic rules apply. See www.DIRTcar.com for more detailed rules.

SECTION 10 – REAR SUSPENSION AND DRIVETRAIN

10.1 Quick-change or Ford 9" rear ends are permitted. No live axles or independent suspension allowed.

10.2 Rear suspension must be a **3-link design** using two lower trailing arms and a solid pull bar. Spring pull bars are prohibited.

10.3 Trailing arms must be a minimum of **15" center-to-center**.

10.4 All suspension components must be steel.

10.5 Rear springs must mount in identical locations on both sides.

10.6 Axle tubes must be steel only with equal inside diameters.

10.7 Quick change Maximum axle tube wall thickness **.225"**.

10.8 No exotic metals permitted.

10.9 Non-slider-mounted springs must be tethered.

SECTION 11 – TIRES AND WHEELS

11.1 Hoosier M30, M60 or A40 compounds only, sizes **26.5" or 27.5"**, maximum width **9"**.

11.2 Grooving and siping permitted. Recaps prohibited.

11.3 Tire alteration or chemical treatment is prohibited and subject to severe penalties.

11.4 Beadlocks permitted on right side only.

11.5 Only **8" steel racing wheels** permitted. Five steel lug nuts required per wheel.

11.6 Maximum track width **78"**.

SECTION 12 – SHOCKS

12.1 Steel, non-adjustable, non-Schrader valve shocks only.

12.2 One shock per wheel plus one rear damper permitted.

12.3 No bump stops or canister-style shocks allowed.

Recommended Shocks

A. Pro Shock	WB Series
B. Integra	421/431 Series
C. Bilstein	SG/SM/SZ/SLS Series
D. AFCO	10, 15, 19, 24 Series 1273-1295 Series 1474-1497 Series
E. QA1	7, 10 & 26 Series

12.4 Threaded body aluminum shocks with coil-over kits are legal on all tube frame cars only. But they must follow rules 12.3 and 12.4 in this document.

SECTION 13 – ROOF

All roof panels must comply with current UMP Modified rules. See <http://www.DIRTcar.com> modified rules.

SECTION 14 – INTERIOR AND DRIVER COMPARTMENT

- 14.1 Minimum vertical driver opening 11-1/2".
 - 14.2 No adjustable suspension components permitted inside cockpit.
 - 14.3 Mirrors prohibited.
 - 14.4 Cockpit must be sealed from engine and track.
 - 14.5 Brake bias adjusters are the only permitted cockpit adjustments.
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SECTION 15 – BODY

- 15.1 Bodies must have minimum skew similar to IMCA rules.
- 15.2 Front roof post must be in straight line from top to bottom.
- 15.3 Engine compartment will remain open on both sides. No side panels are permitted. Hood sides may have a maximum of 5" drop. And, must be enclosed at the rear of hood.
- 15.4 No side fins or lips will be permitted along the entire length of car or any panel
- 15.4A Deck must be level from side to side.
- 15.4B No drop deck interiors allowed.
- 15.5 Minimum height to top of roof is 42" and maximum height of 52".
- 15.6 Minimum height to top of deck is 28" and maximum height of 38".
- 15.7 There must be 2" of tire clearance from the body.
- 15.8 Doors & quarters should be a minimum of 22" composite or aluminum panels are allowed

15.9 4" of ground clearance.

15.10 From center of hub to rear top of deck needs to be a minimum of 34" and maximum 45".

15.11 Maximum body width 72" at widest point with minimum of 53"

15.12 Bottom of doors may not exceed 68".

15.13 Rear of the door may flare out 6" for tire clearance, left side only. Bottom of flare must be curved, not pointed.

15.14 Maximum rear width of the car must be 72" at the widest point.

15.15 Roof width must be minimum of 42" and a maximum of 50". Roof length maximum of 56" and a minimum of 41".

15.16 4" maximum height on rear vertical post.

15.17 Front nose piece to be a maximum of 46 inches +/- 1 inch wide (including flares), with at least 6 inches of ground clearance. Noses must be made of molded material, not extend past the front bumper's leading edge, and side fins or flanges are prohibited

15.18 Spoiler on rear of car must be a maximum of 5" tall with 3 supports only for cars running Ford 2300 engine.

15.19 For cars running engine option 2, spoiler must be maximum of 4" tall with 3 supports only.

15.20 All cars must have a car number on both sides of the car and the roof that are at least 18" tall

SECTION 16 – ENGINES

The intent of the engine rules is to maintain fairness, control costs, and ensure reliability. These rules are designed to keep competition close while allowing reasonable rebuilding practices. Any component or modification not explicitly allowed is **illegal**.

ENGINE OPTION #1 – FORD 2300 OHC (4-CYLINDER)

16.1.1 Compression

Maximum **210 PSI** cranking compression after **five (5) revolutions**. Compression must be consistent across all cylinders. Cylinders may be checked at random. Any engine exceeding 210 PSI will not be permitted to compete until corrected.

16.1.2 Cylinder Head

- OEM Ford production head only
- No aftermarket cylinder heads permitted
- No porting or polishing of intake or exhaust runners
- Valve seat work permitted only

16.1.3 Valves and Valve Train

- OEM Ford valve sizes required
- Intake valve: **1.739"**
- Exhaust valve: **1.502"**
- OEM or OEM-equivalent replacement valves permitted
- No titanium or aluminum components allowed
- Valve springs must be OEM specification only
- Spring retainers and keepers must be **steel**

16.1.4 Head Modifications

- Head milling is permitted but must comply with 210 PSI compression limit
- Competition valve job permitted
- Maximum of two (2) angles on valves

16.1.5 Camshaft

Flat tappet camshaft **provided/specified by** Track or KidMod Series director (TBD) only. Camshaft must contain required identification markings:

- Front marking: "CWC" or "EL"
- No center markings
- Rear marking: "CL", "DL", or "1229" with "KM1" engraving

Approved camshafts:

- Comp Cams **70-131-6** flat tappet
- Crane roller cam **199501**, using OEM-style roller followers (Melling MR922 or equivalent)

16.1.6 Cam Inspection

Cam lift will be checked at the valve. Protest fee is **\$100 cash**, refundable if engine is found illegal. Illegal engines forfeit all points and winnings for that event and must pass reinspection before competing.

16.1.7 Vacuum

Minimum **15 inHg vacuum** required. Vacuum will be checked post-race. Hood must remain installed until directed by officials.

16.1.8 Short Block

- OEM Ford crankshaft only (stock stroke maintained)
- Crankshaft may be reground but not lightened or knife-edged
- OEM connecting rods only; reconditioning permitted
- Stock rod length required
- Upgraded rod bolts permitted

16.1.9 Pistons and Rings

- OEM pistons or OEM-equivalent replacement only
- Flat-top **cast pistons only** (no forged pistons)
- Rings may be oversize to match bore

16.1.10 Block

- OEM cast iron block only
- Any production year permitted
- Boring and decking permitted
- Pistons must not protrude above deck surface
- No block lightening or grinding permitted

16.1.11 Oil System

- OEM or aftermarket replacement oil pan permitted
- OEM or high-volume oil pump permitted
- Dry sump systems prohibited

16.1.12 Fuel Pump

- OEM mechanical or aftermarket replacement permitted
- Must mount in stock location or front belt-drive system
- No rear bellhousing-driven fuel pumps

16.1.13 Rotating Assembly

Balancing permitted. No lightening beyond balancing corrections.

16.1.14 Timing Components

- OEM or aftermarket adjustable pulleys permitted
- Aftermarket timing belt tensioners permitted

16.1.15 Ignition

- OEM electronic or MSD distributor permitted
- No magnetos

16.1.16 Intake and Carburetor

- OEM-style intake manifold required
- Intake port matching permitted up to **2"** from head surface
- Carburetor: **350 CFM, 2-barrel only**
- One (1) carb spacer allowed, maximum **1"** thick
- Spacer order must be: intake → adapter → spacer → carb

16.1.17 Exhaust

- No Tri-Y headers permitted

16.1.18 Claim Rule

Carburetor and cylinder head are subject to claim per Section 17.

ENGINE OPTION #2 – GM 4.3L V6

16.2.1 Compression

Maximum **210 PSI** after five (5) revolutions.

16.2.2 Engine Configuration

- Stock OEM configuration only
- OEM intake manifold only
- Engine must pull minimum **19 inHg vacuum**

16.2.3 Block and Rotating Assembly

- Maximum bore: **.030" over**
- Stock replacement pistons only
- No dome or flat-top pistons
- No block decking permitted

16.2.4 Cylinder Heads and Valves

- Stock OEM heads only
- No porting, polishing, or valve jobs
- OEM valves, springs, retainers, and keepers only
- Must use OEM 4.3L valve springs
- No aluminum or titanium valve train components

16.2.5 Allowed Modifications Only

- A. High-volume oil pump
- B. Factory-ratio roller-tip rocker arms (no full rollers)
- C. Aftermarket pulleys
- D. Starter
- E. ARP fasteners

16.2.6 Prohibited Items

- Aftermarket oil pans, valve covers, or timing covers
- Stud girdles

16.2.7 Fuel System

- Mechanical pump in stock location where applicable
- Front-mounted belt drive pump permitted
- Reverse mount pumps on bellhousing permitted

- Electric pump allowed only on blocks without mechanical provision and must use:
 - 20 PSI oil-pressure safety switch
 - Master kill switch behind driver seat

16.2.8 Ignition and RPM Control

- OEM HEI or MSD distributor permitted
- MSD Soft Touch #8727CT required if applicable
- Approved MSD boxes: **6AL, 6ALN, 6AL Digital**
- A 5,500 RPM chip is mandatory. Any dial-style RPM limiter must be mounted out of reach of the driver and crew while in the car, but positioned so officials can easily access and verify settings during inspection. Chips will be checked and tested to verify compliance. Failure to comply may result in disqualification and/or fines.

16.2.9 Carburetor

- Holley **4412**, 500 CFM, 2-barrel only
- Adapter plate maximum **1"**

16.2.10 Exhaust

- No Tri-Y headers permitted

16.2.11 Claim Rule

Top three (3) finishers may be claimed for **\$1500**. Claim applies to long block only. All accessories remain with original owner. Driver must have competed in **three (3) consecutive series events** to be eligible.

SECTION 17 – PROTESTS AND CLAIMS

Claims and protest procedures remain in effect exactly as outlined in Tracks / KidMod Rules.

17.1 You may protest or claim one item per night of racing. If the racer doesn't surrender claimed item in a reasonable amount of time judged by series official or tech man, then the claimed racer's points and money for the season will be forfeited.

17.2 Any team refusing tech, protest, or claim will be suspended for 2 races and loses the right to claim or protest for 4 races after suspension.

17.3 Any team that is being claimed purposely breaks, destroys, or defaces the part or engine being claimed will result in \$250 fine and suspended 4 races and loses the right to claim for 1 calendar year.

17.4 You must run 3rd or better in feature race on night of claim or protest. Claiming cannot be done until race 4 of the season. And, you must have run 3 consecutive races

A. To claim GM option 2 engine, you must race 3 consecutive nights.

17.5 You have **15 minutes after a feature** to file a protest or claim. This must be done **directly with the Series Director** or by notifying the **track's Pit Steward / Tech Official**.

Do **not** simply stand at the pit tech and wave cash. All protests/claims must be submitted **on the proper paperwork**, and you must **pay the Pit Steward** to officially process your legal claim.

17.6 Claiming of Ford 2300 cylinder head - you must be running same engine to claim. Claim is \$750 plus the head you raced that night. Camshaft and followers don't go with claim, so don't show up with a trick head. You may lose it.

17.7 If claimed head is to be found illegal during claim process, you will adhere to penalties in Rule 17.12.

17.8 Any team, or the series director, can claim engine option 2.

17.9 If claimed engine option 2 is found illegal during claim process, you will adhere to penalties in Rule 17.12.

17.10 You can claim any shock on car for \$75. If shock is found illegal during claim process, you will adhere to penalties in Rule 17.12.

17.11 You can Protest carburetor for \$250. if carburetor is found illegal during claim process, you will adhere to penalties in Rule 17.12.

What the Protest Covers

The protest must be **specific**.

Examples:

- "Carburetor legality"
- "Holley 4412 internal modifications"
- "Spacer legality"
- "CFM / venturi size"

you **cannot** say "check the whole car"

How the Inspection Happens

Once accepted:

- The protested car is **impounded**
- Carb is:

- Removed
- Disassembled by **track tech**
- Compared to **rulebook specs**
- Measurements may include:
 - Venturi diameter - Venturi must be standard size (usually 1-3/8 inch),
 - Throttle Butterfly bores - must not exceed 1-3/4 inch at the base plate
 - Booster size – No grinding, polishing, or unauthorized alterations must remain Stock
 - Throttle shaft - No grinding, polishing, or unauthorized alterations to the carburetor throttle shaft.
 - Metering block - No grinding, polishing, or unauthorized alterations to the carburetor body
 - Spacer thickness/type - One (1) inch maximum carburetor spacer allowed

17.12 In the event that series director or tech man determines someone is illegal, the following penalties will be enforced: 1st offence: driver, car, and team will forfeit all winnings and points for that race. 2nd offence: driver, car, and team will forfeit all winnings and points for the season and will be suspended for rest of the KidMod racing season.

17.13 Top 3 feature finishers will report immediately after crossing scales to the designated inspection area.

17.13.a Drivers and teams cannot remove hood until series director or tech man says to.

17.13.b Only driver and one crew man are allowed in designated inspection area. No others will be permitted.

SECTION 18 – BEHAVIOR

Unsportsmanlike conduct, harassment, threats, or physical altercations will result in fines, suspensions, or permanent bans at the discretion of series and track officials.

SECTION 19 – OVERSIGHT

Any situation not covered by these rules will be resolved by the race committee. If it is not written, it is not legal.

SECTION 20 – TECHNICAL INSPECTION

20.1 All cars are subject to pre-race, staging, and post-race technical inspection. Refusal results in disqualification.

20.2 If you are found to out of compliance of the rules for a minor infraction, you will have 1 week to correct the problem. If not corrected, you will not be allowed to race until fixed. No exceptions!