



Welcome to the Southeast Dirt Modified Series (SEDMS) powered by Dirtcar. Our goal is to offer a competitive, cost-efficient option to Open Wheel Modified drivers in the Southeast United States.

It is our intention to govern all sanctioned events by this rulebook. These rules provide the guideline for all events. Every event and track is different and from time to time we are forced to make changes in the interest of competition. In the event changes are made, members will be made aware and changes will be published on our website. By participating in any event, participants agree that they have read and understand these rules and agree to comply with the same.

THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF SPEEDWAY EVENTS AND, BY PARTICIPATING IN THESE EVENTS, ALL RACEWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS AND/OR OTHERS INVOLVED. THE SOUTHEAST DIRT MODIFIED SERIES (SEDMS) DOES NOT WARRANT OR GUARANTEE, IN ANY WAY, THE SAFETY OR FITNESS OF ANY RACE CAR. RACING IS A DANGEROUS SPORT. YOU ARE RISKING YOUR LIFE BY PARTICIPATING IN ANY FASHION. THE SEDMS AND ITS OFFICERS, REPRESENTATIVES, OFFICIALS, PROMOTERS, MEMBERS, AND/OR SPONSORS WILL NOT BE HELD RESPONSIBLE OR LIABLE FOR INJURY OR DEATH.

General Rules

1. SEDMS rules and regulations shall apply at all SEDMS sanctioned events.
2. Series officials reserve the right to add, delete, or modify any rule that it deems necessary at any time.
3. The SEDMS reserves the right to refuse entry to any competitor if it feels it is in the best interest of the series or track. SEDMS may also revoke any membership as it deems necessary for a breach of rules.
4. Each host track is responsible for the race payout and/or tow money. Be sure to pick up your money before leaving the track.
5. Drivers are responsible for their actions as well as the actions of their car owner, crew members, and relatives. Anyone associated with a car going into another pit area or anywhere on the speedway grounds where a disturbance is reported will be considered the initiator, and the driver associated will be held accountable. Fighting, contact with event or series officials, fellow competitors, car owners, or any other individual(s) will

not be tolerated and will result in disqualification, loss of prize money and points or other action deemed necessary by series and/or track management. Additional actions could include, but not limited to, loss of SEDMS membership, barring from SEDMS events, loss of point money and contingency awards, and if necessary, legal action.

6. No participants or members of their team shall file any claim for damages or expenses against the series, its officials, or track. Should this happen, entry to the series events will be denied until the suit is settled.
7. The decision of the track officials on the interpretation of the rules, scoring, flagging, tech and race procedures are final.
8. Only the registered driver or car owner may confront a series or track official with a maximum of two people at a time with a question. Do not argue or use obscene language with a track official, you may be fined and / or disqualified.
9. All cars entered in a SEDMS sanctioned event must place SEDMS and title sponsor decals in a highly visible area on both sides of the car.
10. In some cases, contingency decals must be placed on the car to be eligible for awards.
11. All entrants are participating on their own behalf and are completely independent of the event organizers. As an independent contractor, entrants are assuming all responsibilities for prize money received including all income and withholding taxes that apply to such winnings

Race Event Procedures

1. All drivers/cars must compete in the qualifying group or heat race they are assigned. If you are not in order when the field rolls off you will have missed your opportunity and start at the rear of the next scheduled portion of that event. All cars are expected to be on time to staging. Once the field rolls off, any car not in line will start at the rear.
2. All cars must be able to join the race lineup unassisted. Any car that requires assistance to enter the racing surface will be sent to the rear of the field for the start.
3. If a team switches drivers after qualifying, for any reason, that car must start at the rear of the field for the next scheduled portion of that event.
4. Backup car(s) may be allowed at the discretion of series management. Any driver wishing to switch cars after the beginning of competition must notify an official and receive permission. Once a backup car is introduced, it must be inspected. The car must then start at the rear of the field for the next scheduled portion of that event.
5. On the initial start, the flagman starts the race. It is the front row's responsibility to be side by side at a consistent pace. The front row will fire together once the green flag is displayed, not before. Anyone judged jumping the start will be given one warning. A second offense will result in the car(s) being moved back one row. Second row on back may accelerate when the green flag is displayed but cannot pass until after passing the cone or chalk line. Any car passing before the designated point will be penalized by the number of positions improved on the next caution or final results, whichever comes first. If a caution waves before one lap is scored, if one car is involved that car will be sent to the rear, if multiple cars are involved they will retain their position (unless pitted) for the restart.
6. The only time a car will be allowed to enter the racing surface from the pit area under green flag conditions will be with the approval of a SEDMS or track official.
7. In the event cars drop to the rear of the field for any reason, the cars will move forward in their row, we do not 'criss-cross' rows for lineup.

8. Raceceiver One-Way communication is mandatory at all SEDMS events. It is the driver's responsibility to ensure their Raceceiver is functioning properly. Any driver who is deemed to have a malfunctioning Raceceiver may be black-flagged.
9. Two (2) courtesy laps during the A-Main will be allowed for cars pitting under caution with a flat tire unless they were assisted from the track. Car(s) must pit in the designated hot pit area to receive their laps. Courtesy laps will begin when the car gets to the hot pit area. No laps will be given during the final 10 scheduled laps of the feature event.
10. Any cars judged to be involved in a caution will be moved to the rear of the lineup for the restart. Cars stopping or spinning to avoid a caution will be placed in their position under the last green flag lap.
11. All cars that pit under caution will restart at the rear of the field.
12. Lap cars will not retain their position in a lineup, all lapped cars will be placed at the rear of the field.
13. Any car that causes two (2) unassisted cautions will be black flagged. Any car involved in three (3) total cautions will be black flagged.
14. Any car not at a competitive speed, as determined by race control, will be black flagged.
15. Do not race back to the flag. If the caution is thrown after the white flag has been displayed, but before the leader reaches the checkered flag, the race will restart with one (1) lap remaining once the track has been cleared.
16. Drivers are not to get out of their car on the track for any reason other than safety or allowed by SEDMS officials. Drivers who choose to get out of their cars without warrant will be black flagged.
17. Flashlights, light sticks, and two-way radios are not allowed. Only one-way communication from race control is permitted.
18. Crew members are not to enter the racing surface when cars are on the track. If a crew member goes on the track, their team will be disqualified.
19. No on track repairs are permitted. No pulling of sheet metal for tire clearance.
20. Any car racing through the infield or off of the intended racing surface, in order to improve his/her position will be placed at the rear of the cars on their respective lap on the next caution or final results, whichever comes first.
21. Any car bringing out an intentional caution will be placed to the rear of the field on the restart, including lapped cars.

● **Inspection(s) & Driver's Meeting**

1. All cars which will be competing in competition at any SEDMS event are subject to inspection at any time.
2. All cars must be presented to technical inspectors before going onto the track at every event. A time and location for pre-race technical inspections will be posted at the registration area once officials arrive at the track. Any car not presented prior to the close of registration will be forced to start at the rear of their heat; qualifying time will be disallowed.
3. All drivers are expected to attend the driver's meeting. Driver's meeting time and location will be posted at registration. It is the driver's responsibility to know the time and location and be on time. In the event officials take roll-call, any driver not in attendance will start at the tail of the heats (qualifying times not allowed).

- **Registration & Pill Draw**

1. An entry fee will be charged at every series event. This fee must be paid at registration prior to the car going on-track for any reason. In addition to the entry fee, drivers will also pay a \$5 tire testing fee at registration.
2. A pill will be drawn at each event for group qualifying. In the event there is no group qualifying the pill will set the starting order for the heat races.
3. Any driver who does not pull a pill for any reason will be placed at the back of the qualifying order. Should there be no qualifying, or qualifying has already taken place, the driver will be placed at the rear of a heat race or B-Main, whichever comes first.

- **Qualifying**

1. The field will be split into groups for qualifying, utilizing the group qualifying format.
2. Pill draw determines the group in which a car is assigned. All cars must compete in the group in which they are assigned. Any car not qualifying with their group will be forced to start the rear of a heat race.
3. In the event of a tie, the tie will be broken in order of qualifying lineup. The car going out first will receive the higher position.
4. All cars will cross the scales following their qualifying attempt. Failure to cross the scales will result in the driver's times being disqualified.

- **Heat Races**

1. All drivers will be assigned a heat race based on qualifying. Should the event format call for no qualifying, heat races will be lined up by pill draw.
2. The number of transfer cars and laps for heats may vary by event and will be announced at the driver's meeting at each event.
3. All cars transferring to the A-Main will cross the scales for technical inspection. Any car not reporting to the scales as instructed will be disqualified and be forced to the B-Main (if applicable).
4. Heat race restarts will be single file. Cars must remain single file with no passing through the start/finish line.

- **B-Main**

1. Depending on car count, officials may utilize a B-Main to set the starting field.
2. Lineups for the B-Main will be based on results for the heat races.
3. The number of transfer cars and laps for B-Main(s) may vary by event and will be announced at the driver's meeting at each event.
4. B-Main race restarts will be single file. Cars must remain single file with no passing through the start/finish line.
5. All cars transferring to the A-Main will cross the scales for technical inspection. Any car not reporting to the scales as instructed will be disqualified.

- **Feature**

1. Officials will utilize air horns as a warning device for staging purposes. The first air horn will be sounded approximately ten (10) minutes before cars and drivers must be in the staging area. A final blast will be sounded at five (5) minutes. Any car not in the staging area at the end of the ten (10) minute period will be forced to start at the rear of the field.
2. Once the car has been presented to the track, there will be no tire changes permitted. If at anytime, a tire is changed after presenting the car to the track the driver will lose

their starting position and start from the rear of the field; including but not limited to, driver introductions and parade laps.

3. Feature restarts will be single file. Leader starts the race, leader must fire inside the designated start box.

Scoring Procedures

1. All races are scored at the track's designated start/finish line.
2. Lineups will be posted at the series registration area after each portion of the event.
3. No lap will be scored on the initial start unless the entire field has crossed the scoring loop. In the event the caution is caused by a single car, that car will restart at the rear of the field with all other cars restarting per the original lineup. If the caution is caused by more than one car, it will be a complete restart by the original starting order with caution cars retaining their position. At anytime, any car that pits will restart tail of the field.
4. After the first completed green flag lap, when the caution is displayed all cars that were scored under green flag conditions will hold that scored position with all other cars lining up according to their last completed green flag scored lap. The partial lap will count toward the event's distance.
5. If two or more cars have the same number of laps, they will be scored in the sequence in which they completed those laps.
6. In the event the caution and/or red flag is displayed with the checkered flag, the race is completed. The cars not able to cross the finish line will be scored according to their position on the last completed green flag lap. Any car that is involved in the incident that brings out the yellow or red will be scored behind the cars on the same lap that were not involved in the incident.
7. In the event of inclement weather and/or unforeseen circumstances, a race may be called short of its entire distance. The race will be official if at least half of the laps are completed. Should a race be under red or caution at or after halfway, and rain or other circumstances prohibit completion of the full distance, the race will be scored as per the lineup for the restart.
8. Officials reserve the right to cut laps from the original posted number of laps as deemed necessary due to track conditions, time constraints, or lack of participation.

Penalties & Fines

Drivers and teams competing with the SEDMS are expected to conduct themselves in a professional manner at all times during the event. The following is a list of possible penalties and/or fines for the corresponding actions. This list is not all inclusive and changes may be made by series management. All fines listed are for the first offense, subsequent fines will increase. Penalties may also increase due to the severity of the incident no matter which occurrence. All fines can be collected from prize money on the day of the infraction. If the amount owed to the driver/team does not satisfy the fine, the fine must be paid in full before the car or driver is allowed to enter another SEDMS event. All disqualifications result in loss of winnings and points for that event. If the driver has been paid, all monies must be returned before entering another SEDMS event.

1. Physically abusing race or track official, another competitor, and/or any other person. This includes but not limited to; pushing, punching, touching, and grabbing. Automatic disqualification, indefinite suspension and \$1,000.00 fine. Loss of membership and any applicable point money. May also result in legal action.
2. Verbally abusing race or track official. Disqualification and/or \$250.00 fine.
3. Failing to allow post-race inspection. Automatic disqualification.
4. Rough driving under race conditions. Disqualification.
5. Rough driving under caution/red conditions or after the race including in the pit area. Automatic disqualification and \$250.00 fine.
6. Using illegal tires. Automatic disqualification and \$250.00 fine.
7. Altercation in another driver's pit area and/or event grounds. Automatic disqualification and \$500.00 fine.
8. Team member enters track during controlled period. Disqualification and/or \$100.00 fine.