



**DIRTcar PRO LATE MODEL
RULE BOOK**

TO ALL COMPETITORS AND PARTICIPANTS

Under the guideline of the 2022 DIRTcar Pro Late Model rules and as stated in the 2022 DIRTcar rulebook, All DIRTcar rules apply to all divisions. Local track rules pertaining to the racing procedures and/or overall rules that are administered by the local track officials and/or management may apply at local tracks in DIRTcar sanctioned events. In instances, where applicable, local track rules may be applied.

The 2022 DIRTcar Pro Late Model rules have been established to include the rules in several different regions of North America, refer to the rules that are in effect in your region.

The following are the 2022 DIRTcar Pro Late Model rules. All amendments supersede any previous rules regarding any technical article and/or aspect.

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

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Chapter 1 – World Racing Group Rules

Preface

A World Racing Group event is a competitive racing event that is intended to be conducted and officiated in accordance with the rules herein. These rules provide the guidelines for all events. The rulebook may be amended from time to time and special rules may be published and/or adjusted at any event with the participants receiving prior notification. By participating in these events, all participants agree to comply with these rules and regulations. The rules are not intended to express or imply the warranty of safety as a result of the publication of, or compliance with the rules and regulations as stated herein. The rules are intended to offer a guideline for the conduct and officiating of an event. The Supervisory Official shall be empowered to permit any reasonable and/or appropriate amendment from any of the specifications and/or procedures herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. Revisions to the rules are not intended to express or imply the warranty of safety shall not result from any such deviation or restriction of the specifications, rules, and/or procedures. Any interpretation of, or deviation from, these rules herein, are left to the discretion of the racing officials and their jurisdiction is final. Any equipment changes, alterations to existing parts, and/or performance-enhancing changes to previously approved parts or equipment must be approved in writing prior to introduction into competition. Supervisory Officials reserve the right to immediately determine the legality and use of any equipment that has not received prior written approval for introduction into competition. It is ultimately the obligation of each participant to ensure their conduct and equipment comply with all the applicable rules, as they may be amended from time to time. The rules are in no way a guarantee against injury and/or death to participants, spectators, officials, and/or others.

PREFACE IN REGARD TO WEEKLY SANCTIONED RACING AND OFFICIATING

A DIRTcar weekly sanction and/or DIRTcar Sanctioned event does not provide for any direct or indirect supervisory authority by DIRTcar over the conduct of the events, the condition of the facility, or the interpolation or applicability of any track rules that differ from that of the DIRTcar Rulebook as set forth herein.

Section 1 – Definition of Terms

The following terms, which appear periodically throughout this rule book, have the following meanings:

- World Racing Group – WRG
 - The trade name and registered trademark of the World Racing Group.
- Rulebook
 - The rules in this Rulebook, as they may be amended from time-to-time as provided.
- Officials
 - Persons employed by World Racing Group and appointed by World Racing Group to officiate as an employee or independent contractor at an event.
- DIRTcar Track Officials
 - Persons who are appointed by the sanctioned track to conduct the competition. Authority is dictated by the position and is limited to the scope of the duties as dictated by sanctioned track promoters.
- Supervisory Officials
 - The officers, employees and/or agents of World Racing Group as designated. World Racing Group may designate additional ‘Supervisory Officials’ in a bulletin and/or verbally from time-to-time.

- Member
 - An individual who has been accepted by the World Racing Group as a Member pursuant to the rules and whose membership has not expired, been suspended, cancelled and/or terminated.
- Event
 - A DIRTcar sanctioned event. The event includes the race and all ancillary activity leading up to and following the conclusion of the event, including registration/sign-in, inspection (pre-and post-race), participant meetings, hot laps, qualifying, heat races, last chance showdowns and features. It includes events affected by inclement weather and/or postponed dates related thereto.
- Promoter
 - The individual, partnership, corporation, joint venture and/or other legal entity that, in connection with the Event, is designated as the “Promoter” in the executed Sanction Agreement for the Event.
- Competitor
 - A driver, car owner, crew member and/or any other person (other than a World Racing Group Official) who participates competitively in a DIRTcar sanctioned racing Event. Whenever the words Competitor, driver, car owner, mechanic, team member and/or crew member are used unless the context indicates otherwise, the term used shall be interpreted to include any driver, car owner, crew member and/or other person assigned to or a member of the same racing team.
- OEM
 - Original Equipment Manufacturer.
- E.I.R.I.
 - Except in Rare Instances. Referencing an occasion or circumstance that may not be contemplated and may require an adjustment, addition or revision to the posted Specifications and Procedures.

Section 2 – World Racing Group Rules

- Effective Date
 - The Rules are effective upon the date of publication by the World Racing Group for any division and/or event, regardless of when a Competitor receives actual notice. “Date of Publication” of the Rules or any amendments thereto is the earliest of distribution from World Racing Group headquarters and/or release to the press.
- Amendment
 - The World Racing Group rules may be amended by publication of an amendment in a bulletin or during series drivers’ meetings and/or competitor meetings pursuant to the authority of World Racing Group officials. An amendment is effective upon the date of the publication, regardless when a competitor receives the actual bulletin.
- Applicability
 - World Racing Group issues various rulebooks, each of which includes in its title reference to a particular World Racing Group sanctioned series or type of event. The rules in each Rule Book are applicable to the Series and/or type of Event set in the title of that Rule Book.
- Interpretation and Application

- If there is a disagreement or dispute regarding the meaning or application of the rules, the interpretation and application of the Officials at the event will prevail.
- Principal Rule of Interpretation and Application
 - The rules are intended to ensure that sanctioned events are conducted in a manner that is as fair as possible for all competitors, consistent with prompt finality in competition results. On occasion, circumstances will be presented that are either unforeseen and/or otherwise extraordinary, in which strict WRG rules may not achieve this goal. In such rare circumstances, the Officials, as a practical matter, may make a determination regarding the conduct of an event, the eligibility of a Competitor or similar matters that are not contemplated by or are inconsistent with the World Racing Group rules, in order to achieve this goal. From time-to-time in particular rules, Official Entry Blanks, Bulletins and elsewhere, World Racing Group may use the term “EIRI” meaning “Except in Rare Instances” to indicate the likelihood that such a determination may be made.
- Finality of Interpretation and Application
 - The interpretation and application of the Rules by Officials at the event shall be final and non-appealable, except as provided in Chapter 1 Section 9 of the rulebook herein. ALL MEMBERS, INCLUDING COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY WORLD RACING GROUP OFFICIALS AS THE APPLICATION AND INTERPRETATION OF THE RULES ARE NON LITIGABLE, AND THEY COVENANT THAT WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST THE WORLD RACING GROUP OR ANYONE ACTING ON BEHALF OF THE WORLD RACING GROUP, TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS, UNLESS THE OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN A BAD FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE MEMBER, COMPETITOR OR OFFICIAL. IF THE MEMBER, COMPETITOR OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THE COVENANT, THAT MEMBER, COMPETITOR OR OFFICIAL AGREES TO REIMBURSE WORLD RACING GROUP FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY’S FEES. EACH MEMBER, COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST WORLD RACING GROUP FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION.
- Special Rules
 - Special rules may be made by the World Racing Group Officials for an event. Such special rules shall apply to the conduct of the event if they are published or announced prior to or during the event by means of Bulletin, newsletter, telephone, electronic distribution and/or pre-race meeting.
- Product Approval Policy
 - Any new components, including engine components, body designs, frame designs and/or components of any type utilized in competition must be approved by World Racing Group and/or DIRTcar Supervisory Official prior to being introduced into competition.
 - Any manufacturer seeking approval of parts or components must contact the series technical director for the approval process.
 - The manufacturer will be notified of the decision.
 - Submitted part(s) may not be introduced into competition prior to WRG Approval Notification.

Section 3 – Memberships

A. Membership Eligibility

- a. DIRTcar may, but is not required to accept as a member, any individual or business entity interested in racing so long as the individual entity has properly and truthfully filed a DIRTcar membership application, has agreed to abide by the rules and paid the required fee as prescribed for membership.
- b. Once a membership application has been completed, signed and approved, the member agrees to remain a member in good standing
- c. Any membership may be terminated involuntarily and/or suspended.
- d. The membership will expire each calendar year on the final day of the year.
- e. Any expiring and/or new member is required to complete the required application for membership acceptance for the new calendar year beginning on January 1.

B. Platinum and Gold Member Status

- a. Each calendar year teams that compete within the Series may be selected to compete as a Platinum Team Member as part of the Series. The teams that are selected will be required to submit and complete all proper documentation. Platinum Team Members may lose their status if they are in violation of any part of the Agreement, which includes the rules as stated herein.

C. Competitive Eligibility

- a. All drivers competing in on-track activity at any event, including but not limited to practice, qualifying, qualifying races and/or the race, must sign a participant waiver form at the designated registration area prior to any on track participation in any DIRTcar sanction event.
- b. Member agrees that all decisions of World Racing Group race officials, or track officials, regarding the interpretation and application of the World Racing Group and/or Series rules, regulations and the scoring of positions (race day decisions), shall be non- litigable. Any disputes regarding the interpretation and application of the DIRTcar RACING rules, regulations and the scoring of positions shall be fully and finally adjudicated by an independent Appellate Board to be promptly created by DIRTcar RACING, promoters, team owners, drivers, and crew members, and subject to the DIRTcar RACING Appeals Process and Regulations. Member further covenant and agree that member shall not, directly or indirectly, on behalf of myself, and my (as applicable) successors, heirs, employees, employers, teams, team owners, assigns, guarantors, guardians, agents, members, shareholders, affiliates and attorneys, initiate any type of legal action against DIRTcar RACING, or a DIRTcar RACING promoter, or their respective affiliates to challenge such decisions, to seek monetary damages, to seek injunctive relief or other equitable relief, or to seek any other type of legal remedy. Member agrees that the sole remedy is the pursuit of an appeal of the decision of the Appellate Board in this regard. Member understands that if Member pursues such legal action, which expressly violates this provision, then (i) Member expressly agrees to reimburse DIRTcar RACING and/or DIRTcar RACING promoter, for all of its attorney's fees and costs in defending against such legal action, and (ii) any suspension Member is under at the commencement of such legal action will be extended for the length of time such legal action was in violation of this provision, such extended suspension time to begin after such legal action has been fully dismissed.

D. Membership Cards

- a. All Members in good standing, who carry a Membership Card, will be admitted into the pits at the announced price for the event. Membership Cards must be presented for any discounted price, if any.
- b. Each Member is responsible for lost or unauthorized use of the Membership Cards and/or "Series Credentials". Each time a Card is requested to be replaced a \$150 fee may be charged.

- c. "Affiliate Members" including Corporate Sponsors, Media, Vendors and guest cards and/or any other valid membership card may not be used by any race participants, team members, relatives and/or friends of participants.
 - d. Series Credentials shall be issued to "approved" Members and may not be transferred. A Series Credential does not imply or complete the Membership Application and Approval
 - e. Any misuse of the Membership Card(s) will result in the Card being revoked from its listed member.
- E. Minimum Requirements
- a. To be approved, secure and maintain a driver's membership, a member at minimum must:
 - i. Be and remain in compliance with the World Racing Group Substance Abuse Policy as stated in section Chapter 1 Section 10.
 - ii. Failure to meet any criteria may result in an indefinite suspension of your DIRTcar license from any sanctioned DIRTcar racing event.
 - iii. Participant Age Requirements (for all divisions except DIRTcar 410 Sprint Car including World of Outlaws Sprint Car Series) (see D):
 - (1) Age 18 and older with approved membership.
 - (2) Ages 16 and 17 must complete minor release for track admittance.
 - (3) Ages 15 and under must complete the Youthful Competitor Application (see vi) for consideration to participate as a driver. Application shall be received 7 days prior to the event.
 - iv. Sprint Car Requirements
 - (1) Minimum age for participation in a DIRTcar 410 Sprint Car including World of Outlaws Sprint Car Series is 16.
 - (2) Drivers Ages 16 and 17 must complete the Youthful Competitor Application (see vi) for consideration to participate. Application shall be received 7 days prior to the event.
 - v. Track and/or state regulations may establish additional minimum age requirements.
 - vi. Youthful Competitor Application Requirements
 - (1) Complete the "Youthful Competitor Application" requesting to compete in the appropriate Series and/or Event(s), in addition to any additional requirements.
 - (2) Execute and deliver to DIRTcar such authorizations, releases, applications, consents, waivers, resumes and other documents as may be required.
 - (3) Following completion of all documentation, waivers, consents, resumes, other documents and/or training modules, a driver must be approved by a WRG Supervisory Official for competition before eligible to participate in any sanctioned event.
 - (4) Application shall be received 7 days prior to your first event.
 - vii. Restrictions
 - (1) Any driver who possesses a current DIRTcar Late Model and/or UMP Modified membership license will not be permitted to compete in any DIRTcar sanctioned Stock Car, Pro Stock and/or Street Stock event in the current season without permission from the DIRTcar Official and/or DIRTcar track promoter.
 - (2) Any driver who possesses a current or previous year DIRTcar Big Block Modified and/or 358 Modified membership licenses will not be permitted to compete in any DIRTcar sanctioned Sportsman Modified, Pro Stock and/or Stock Car event without approval by a WRG Supervisory Officials.
 - (3) A Pro Stock and/or Sportsman driver may race in a DIRTcar Big Block Modified and/or 358 Modified sanctioned with approval by a WRG Supervisory Officials and completion of appropriate license application.

Section 4 – Conduct

- A. General
 - a. All Members agree to act in a professional manner as determined by World Racing Group Officials. The professional manner includes, but is not limited to verbal representation, social media, text messages, written representation, any representation that may represent the sport of racing and/or motorsports in general and/or any affiliates.
 - b. Unless otherwise authorized, all Members must arrive at races in a timely manner prior to the drivers meeting so that they may participate in the entirety of the racing event. Failure to comply may result in disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
 - c. Members will not be permitted to compete and/or participate while under the influence of any alcoholic beverages and/or illegal substances. If a member is found to be participating in such a manner an immediate suspension of Membership will be activated as per the definition of the rules in Chapter 1 Section 10.
- B. During an event, any member, a competitor, crew chief, car owner, crew member and/or team representative may be requested to report to the Officials Command Center for consultation with officials. The request may be communicated over the one-way radio and/or verbally. Failure to comply will be subject to fine and/or suspension and/or any other action deemed appropriate by Officials.
- C. Parking
 - a. As a disciplinary or preventive action, a driver and/or race team may be parked during any DIRTcar Racing event. Parking is a directive from a supervisory official to cease competition and may include a set number of laps and/or complete event(s) and/or future events in order to promote the orderly conduct of the event. Parking will not be construed and/or deemed to be a disqualification and/or suspension and/or other “penalty” as referenced in Chapter 1 Section 7 and is not appealable under Chapter 1 Section 8 & 9 of this rule book.

Section 5 – Series Championship

- A. Points will be awarded to drivers based upon their finish in each race as set forth in Chapter 2 Section 6 of this rulebook.
- B. The Champions and top finish positions will be awarded championship prize money at the season ending banquet, as posted, based upon their cumulative point total for the series.
- C. Banquet attendance is mandatory for Participants, unless extenuating circumstances present themselves, for the receipt of point fund and/or any bonus post season awards. Platinum and Gold Teams participation shall be covered within the series agreement.
- D. Rookie Status
 - a. A “rookie” is determined by the criteria as set forth by World Racing Group Officials.
 - b. To be eligible a driver must submit his declaration for Rookie of the Year prior to the 15th event of the current season or April 15th, whichever may come first, to receive approval to participate for the award.
 - c. The parameters for eligibility will include but will not be limited to; any competitor that has never competed in an entire previous season; any competitor may not have won more than five (5) declared Series races (qualifying and/or features) in their career; have exceeded a maximum of three (3) declarations of intent to participate for Rookie of the Year in any prior seasons and/or competed in 50% or more series events in a single season.

- d. The minimum number of races to be eligible for the Rookie of the Year Award will be 75% of the scheduled races as of the season opener, although those competitors not competing in 75% of the scheduled races will remain in the accumulated standings.
- e. The Rookie of the Year Standings will be maintained based on the series points.
- f. An Eligibility Panel will endorse Rookie of the Year candidates following the declaration(s). The Rookie of the Year Award will not be based solely in regard to on track performance. The Eligibility Panel will include: The Series Director, Race Director, Series Public Relations, World Racing Group Senior Management. The vote will be determined by a simple majority. Ties will be broken by another vote.

Section 6 – Medical and Unforeseen Circumstance Exemption

(This section; Chapter 1 Section 6 does not apply to DIRTcar Racing weekly sanctioned events not listed.)

- A. Any Platinum or Gold Member Driver that is injured in a World of Outlaws or DIRTcar Series event and unable to compete as a result, that team will be granted a medical exemption. The driver may be required at the discretion of the World Racing Group Officials to produce medical documentation.
 - a. In the event of driver medical exemption, the team has a 6-race (or 14-day) grace period, whichever occurs first, to field a replacement driver. If a replacement driver is not named within the specified time period, the team could forfeit their benefits to include but not limited to owner's points if applicable, year-end awards and/or the provisional starting positions for the next season.
 - b. Platinum or Gold Member Drivers will receive 90 show-up points per each event until the driver has the ability to resume his/her driving duties. For Super DIRTcar Series drivers will receive 10 show-up points (or 20 points in a 150-point scale event.)
 - c. Platinum or Gold Member Owners will receive show-up points per each event that the team/driver is absent over the course of the specified time as stated in Chapter 1 Section 6.
 - d. The medical exemption period may be extended due to extenuating circumstances. Medical documentation must be submitted to and approved by World Racing Group Officials prior to any granted extension of any medical exemption.
- B. Any Platinum or Gold Member Driver and/or Team unable to attend an event because of any unforeseen circumstances, as determined by Officials, may receive 75 circumstance show-up points per race. The grace period allotted for this circumstance is 6-races or 14-days, whichever occurs first. Benefits may cease after this time period. During the grace period, any involved driver or team participating in a non-sanctioned event will immediately lose all Benefits. Super DIRTcar Series may receive 10 show-up points (or 20 points in a 150-point scale event.)
- C. As determined by Supervisory Officials, 90 show up points may be awarded to any Platinum or Gold Driver or Team in good standing that is physically present at an event but is unable to compete. The grace period allotted for this circumstance is 6-races or 14-days, whichever occurs first. Benefits may cease after this time period. During the grace period, any involved driver or team participating in a non-sanctioned event will immediately lose all Benefits. For Super DIRTcar Series drivers will receive 10 show-up points (or 20 points in a 150-point scale event.)

Section 7 – Penalties and Fine Schedules

We are the top Racing Series in North America and expect its members to conduct themselves in a professional manner at all times during any event and/or when representing the series. Team owners are solely responsible for the conduct of their drivers and/or team members and/or anyone connected

to or affiliated with that owner's team regardless of their DIRTcar Membership Status. All fines that are listed in Chapter 1 Section 7 are in regard to the initial penalty. Multiple infractions of the same type will increase the severity of the penalty.

- A. All fines may be collected from prize money on the day of the infraction. If the competitor has not won appropriate money, the fine must be paid in full before the car and/or driver participates in another sanctioned event.
- B. Any member and/or participant that attempts to and/or does physically abuse any event official, including pushing, punching, touching, grabbing and/or grabbing the official's equipment, etc., will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- C. Any member and/or participant that verbally abuses any event official will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- D. Unsportsmanlike conduct or participating in any action or activity considered detrimental to DIRTcar racing or a DIRTcar sanctioned track, at any sanctioned event or on social media, by drivers, owners and/or pit crews shall be grounds for disqualification and/or punitive action by DIRTcar Racing.
- E. Any member and/or participant that goes into another competitor's pit area and/or to another competitor's car and becomes involved in any type of altercation will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- F. Any member and/or participant involved in an altercation that results in physical contact will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- G. Any member and/or participant who drives or causes to be driven: a race car, pit mule, ATV, 4-Wheeler, personal vehicle or transporter in a dangerous and aggressive manner will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- H. Any member and/or participant who goes out onto the racing surface without permission under a controlled period will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- I. Any member and/or participant that attempts to push and/or start their racecar from the wrong area and/or does not stop in the designated area as to cause undue confusion and/ or delay will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- J. Any member and/or participant who fails to stop for and/or allow post-race inspection will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- K. Any member and/or participant that attempts to drive roughly and/or hits another competitor unnecessarily will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- L. Any driver that exits the race vehicle on the race surface without permission under a controlled period will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- M. Any member and/or participant who ignores a flag or official signal will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.

- N. Unless instructed to do otherwise the top three (3) finishers from the Feature, after being weighed, must proceed directly to victory lane. Failure to do so will result in penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials. Extenuating circumstances may be considered.
- O. Drivers who have qualified for Dash Draws, and /or Redraw Ceremonies, must attend as directed and participate. Failure to attend will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials. Extenuating circumstances may be considered.
- P. Any member and/or participant that violates any technical rule as presented within the rulebook and/or issued in a written bulletin will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- Q. Any member and/or participant that attempts to use illegal fuel will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- R. Any member and/or participant that attempts to or uses an illegal engine will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- S. In the event of any illegal internal modification to any W16 Engine, DC18 engine, and/or DIRTcar GM Spec Engine and/or tampering of any manufacturer and/or DIRTcar seal will result in the following penalties.
 - a. a maximum of a 1-year suspension or a determined amount of racing events and/or indefinite probation period and;
 - b. the engine will be confiscated and not returned and;
 - c. a maximum penalty of up to \$5,000;
 - d. loss of all earnings based for the race night, and including but not limited to race night points, point fund awards and/or or race winnings.
 - e. Any cost incurred for verification (if a track/tech inspector asks for said motor to be pulled for verification a written form must be signed by the race team being checked, failure to do so will result in immediate disqualification.)
 - f. Failure to surrender the engine will result in an admission of guilt and incur a \$5,000 fine for 602 engines, \$15,000 for W16 engines, \$12,200 for DC18 engines and \$6,400 for a 604 engine.
 - g. The penalty including fine and suspension may include the driver, crew chief, the car and car owner as stated in the penalty notice.
- T. In the event the driver is suspended from a division utilizing the W16 engine, DC18 engine and/or DIRTcar spec engine, the driver may be offered the opportunity to move up in division to continue participation after serving the suspension and payment of the fine.
- U. Any member that attempts and/or is found to be using tires that are found to be illegal in any manner will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- V. The minimum penalty for any tire that does not meet the benchmark will be as follows:
 - a. Disqualification from the event and;
 - b. A fine up to 1,000 championship and track points and;
 - c. Return of all earned purse and/or reward money from the event and;
 - d. A fine up to equal the purse money awarded for the event with a minimum fine of \$2000 and;
 - e. A minimum suspension of 1-month minimum or 4 races, up to six (6) months in duration and;
 - f. Any cost incurred for testing

- g. The penalty including fine and suspension may include the driver, crew chief, the car and car owner as stated in the penalty notice.

Section 8 – Protests

- A. All protests must be turned into the World Racing Group Supervisory Official within thirty (30) minutes of the checkered flag and/or conclusion of the race.
- B. The protest fee (cash or check) must be paid at the time of the protest.
- C. Only the car owner, driver or team representative of the car may submit an official protest.
- D. Any refusal of inspection and/or non-compliance during an official protest will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- E. If the car protested is found legal, the protesting fees will be released to the protested team less the protest filing fee. Lab and machine shop fees incurred shall be paid by the person filing the protest.
- F. If the car protested is found to be illegal, the protesting fees will be returned to the team filing the protest less the filing fee. Lab and machine shop fees incurred will be paid as part of the penalty.
- G. Any altercation relating to an incident with Officials and/or any other racing participants regarding the protest by the team filing the protest will nullify the objection.
- H. PROTESTING FEES: (Figures in parentheses are filing fees):
 - a. Motor Tear Down involving cylinder head removal and inspection \$750 (\$75)
 - b. Fuel test including chemical analysis \$500 (\$50)
 - c. All other technical protests \$500 (\$50)
 - d. GM Performance Engines and/or W16 motor tear down involving cylinder head removal and inspection of cylinders and other internal components including camshaft and/or crankshaft \$1,000 (\$100) (DIRTcar Racing and/or World Racing Group Supervisory Officials reserve the right to declare where, when and who will inspect the engine)
 - e. Tire Protests \$500 (\$50) minus filing fee and lab fees
- I. TIRE PROTESTS: Tire protests may involve any tire. The fee will be \$500 (\$50) per tire. The protest will require the confiscation of the tire(s) protested. The tire(s) involved in the protest will be shipped by World Racing Group to the authorized laboratory for benchmark testing. The determination of the facility will be final and non-appealable
- J. Any Official (World Racing Group, DIRTcar Racing or otherwise) reserves the right to accept or deny any protest based on their sole discretion. Grudge protests and/or any protest that are not in the spirit of good standing will be denied.

Section 9 – DIRTcar Member Appeal Commission

World Racing Group has established an independent Board to hear and review any penalty determination by MEMBER drivers and owners in a sanctioned event, that has been deemed appropriate for appeal. Only DIRTcar licensed MEMBERS in Good Standing during the current calendar year have the right to appeal.

- A. Jurisdiction
 - a. The DIRTcar Member Appeal Commission may hear appeals of any penalty determination made pursuant to any of the World Racing Group rulebooks.
 - b. Only the Member, as the named party to the penalty, shall be able to make a written request for an action to the DIRTcar Member Appeal Commission.
 - i. Requests, Appeals, Demands, or correspondence from third parties or any other person, entity, agent, or representative, that is not the named Member as identified in the Penalty

Notice, shall not be accepted except as presentation within the administrative hearing process.

- ii. If a third party submits an appeal request it will subsequently be denied and not be considered as a request.
 - iii. The written appeal must be received within 7 calendar days of the issuance of the penalty.
 - iv. A \$250 non-refundable hearing fee must accompany the written request
 - c. The written request and the scheduled fee must be hand delivered via an international recognized courier (the Appellant must obtain and retain a receipt showing the date of deposit with courier) to the following for the appeal hearing to be processed:
 - i. C/O – DIRTcar Member Appeal Commissioner
World Racing Group
7575-D West Winds Blvd.
Concord, NC 28027
 - d. Electronically, verbally, or any other type of appeal, including without limitations, faxes, e-mails, and voicemails will not be accepted and processed as an official appeal to the World Racing Group Appeal and Rules Commission
- B. Commission Members
- a. The Chairman of the Commission will be appointed upon approval of the Board of Directors of the World Racing Group. The Chairman shall be an administrative member and will designate an alternate Chairman who shall, in the event of death, retirement, or incapacity of the Chairman, perform the duties of the Chairman until the Board of Directors of the World Racing Group appoints a new Chairman or the Chairman is able to resume his/her duties.
 - b. From time-to-time Commission Members may vacate the board, be added and/or adjusted at the discretion of the DIRTcar Member Appeal Commission Chairman.
 - i. Commission Members
 - (1) Jeff Nuckles
 - (2) Cory Reed
 - (3) Paul Kirkland
 - (4) John Darby
 - (5) Bob Sargent
 - (6) Erica Bicknell
 - (7) Eric Huenefeld
 - (8) Scott Woodhouse
 - (9) Steve York
 - (10) Larry Kemp
 - (11) Daniel Grill
 - (12) Pete Chuckta
 - (13) Alan Kreitzer
 - (14) Rollie Helmling
 - (15) Scott Boyd
 - (16) Gregg McKarns
 - (17) Mark Mockovak
- C. Meetings
- a. The Commission shall meet at such places and at such times as are necessary for the efficient and prompt disposition of its business. Three (3) members, including the Chairman, constitute a quorum. Meetings may take place with members participating via telephone, teleconference, videoconference, computer conference, in person and/or any other forum as designated by the Chairman.

D. Hearing Procedures

- a. In order for an appeal to be presented to the DIRTcar Member Appeal Commission, the appellant must have standing to appeal. Any decision determined as non-appealable and final during any sanctioned event by Officials employed and/or contracted by the World Racing Group will be considered as a final decision that is non-appealable. Standing is defined as subject matter that is being appealed is not precluded by any Rules as set forth by the sanctioning body and/or specific event and that the appellant has actually been penalized by a decision that is specifically issued to the appellant.
- b. The DIRTcar Member Appeal Commission will establish and communicate the most appropriate procedure and/or manner for hearing any particular appeal and shall inform all involved parties how to proceed prior to the hearing. Members/appellants may appear in person at hearings before the Commission (but not through a representative or attorney).
- c. When conducting a hearing and deciding an appeal, the DIRTcar Member Appeal Commission shall not be bound by technical or formal rules of evidence and/or procedure, except as otherwise provided herein, but shall conduct its proceedings in the manner best suited to establishing the relevant facts and the merits of the parties' positions.
- d. Unless contacted by a member of the Commission, the appellant, any competitor, the car owner, car sponsor and/or any other representative(s) involved, may not discuss the subject matter of the appeal hearing with any Commission Member, including the Chairman, outside of the hearing.
- e. All appeals shall be docketed when received via courier to the Chairman of the DIRTcar Member Appeal Commission and shall be set for hearing at an appropriate time and location as determined by the Commission Chairman.
- f. The Commission may require/summon, either orally or in writing, in its sole discretion any World Racing Group member and/or official to testify in and/or at a hearing. Any member who is required / summoned to testify and refuses or fails to appear and/or testify may be subject to indefinite suspension or other disciplinary action as deemed appropriate by the DIRTcar Member Appeal Commission.
- g. If the DIRTcar Member Appeal Commission finds any Member and/or Official to be "in contempt" during a hearing, the Member and/or Official may be subject to indefinite suspension or other disciplinary action as deemed appropriate by the DIRTcar Member Appeal Commission.
- h. In the event that the Chairman and/or Commission Member is involved in the appeal the Chairman and/or Commission Member shall disqualify themselves from participating as a Commission Member on the appeal and the remaining Members of the Commission shall select a replacement.
- i. A majority of the members of the Commission / Quorum must concur to modify any penalty (including, but not limited to, imposing different or increased penalties) or determine any appeal. If a majority cannot agree on the action, the appeal shall be referred to the Chairman of the DIRTcar Member Appeal Commission for decision.
- j. In each appeal the relevant item shall be the accuracy of the decision by the Official(s) in light of the facts and not the results and/or ramifications of the ruling.
- k. If the DIRTcar Member Appeal Commission determines that the proceedings in respect to any appeal have been instituted or continued without reasonable grounds, the cost of such proceedings shall be assessed against the Appellant who instituted or continued such proceedings.
- l. The DIRTcar Member Appeal Commission shall have the right (and will) publish the judgment of the Commission and the names of the parties involved. A party shall have no claim or cause of

action of any kind against the World Racing Group, the DIRTcar Member Appeal Commission or the publisher.

- m. If the appeal involves a component of any racing vehicle, equipment and/or any other technical element, the piece(s) will be placed into a chain of custody, until the DIRTcar Member Appeal Commission has heard the appeal and made a decision. A receipt will be given to the Appellant regarding the piece(s) until the conclusion of the hearing. The piece(s) may be confiscated following the hearing as per the determination of the DIRTcar Member Appeal Commission.
- n. Execution of Penalty and Pending Appeal
 - i. At the request of the affected Member, the World Racing Group Commission Chairman may determine in the interest of all involved parties that the penalty under review shall be temporarily deferred until the appeal of such penalty has been resolved. Otherwise, the penalty shall be executed promptly. If the Commission temporarily defers execution of the penalty, but later denies the appeal in whole or in part, it may reinstate the original penalty as of the date of issue of the original Penalty and/or Penalty Notice, or take such action as it deems appropriate to effectuate in whole or in part the Penalty and/or Penalty Notice, including disallowance of finishing position, points, or prize money otherwise earned in any Event during the period of temporary deferral of the penalty.
- o. Execution Steps for Hearing
 - i. The decision of the official(s) being appealed shall be put into the record.
 - ii. The contents of the written appeal shall be put into the record.
 - iii. The Appellant will put forth their statement to the World Racing Group Commission Chairman and present Commission Members presenting any witness(es) and/or other elements regarding their appeal.
 - iv. The official(s) will put forth their statement regarding the decision and issuance of the appealed penalty to the World Racing Group Chairman and present Commission Members presenting any witness(es) and/or other elements regarding their appeal.
 - v. The Appellant will be permitted to present any rebuttals, additions to the records and/or summations to the World Racing Group Commission Chairman and present Commission Members.
 - vi. The official(s) will be permitted to present any rebuttals, additions to the records and/or summations to the World Racing Group Commission Chairman and present Commission Members.
 - vii. At any time during the hearing at the discretion of the World Racing Group Chairman and/or present Commission Members may request information of anyone present at the hearing.
 - viii. At the conclusion of the hearing, the World Racing Group Chairman and/or present Commission Members will deliberate in private and make any determination, decision and/or recommendation regarding the presented appeal by a majority vote of those members present. The World Racing Group Commission may:
 - (1) reverse the decision
 - (2) modify to increase or decrease penalty
 - (3) uphold the original issued penalty
 - ix. All interested parties shall be reasonably notified of the Board's decision.
- p. Bond for Costs
 - i. The World Racing Group Commission may require the Appellant to post a sufficient bond to cover the costs of the appeal or any reasonably foreseeable economic impairment presented to the World Racing Group or other Member(s) that might be caused by the appeal. If such a bond is required, its form and substance will be in the discretion of the World Racing Group Commission Chairman.

- ii. The administrative remedies for any appeal included here represent the complete and final process. If the appealing member seeks remedy through the court systems, the member agrees to the exclusive jurisdiction of the courts in Charlotte, North Carolina for the adjudication of any suit, action or proceeding. All costs and expenses incurred by WRG in responding to the action (including attorneys' fees) shall be borne by the appealing Member.
 - iii. If the member initiates within any court whether administrative appeal commission process is completed or in process a suspension penalty, if applicable, may be extended by the time passed to reach the final resolution of the administrative appeal panel and/or any court action.
- q. Finality
- i. An appeal hearing will be 'heard' if the Chairman, in his sole discretion, determines that the Appellant(s) request is appealable. Matters that will not be heard include; matters where there are no triable facts, frivolity, lack of standing, matters which are not subject to protest or appeal pursuant to the rules, appeals filed in any form of harassment and/or any appeal determined as 'non-appealable' by the World Racing Group Commission Chairman.
 - ii. The determination of the World Racing Group Commission at the conclusion of any hearing is final and is not for appeal and/or further mediation.
- E. Chairman Potestas
- a. In the event that the World Racing Group Commission does not reach a conclusion and/or the appealing member in good standing requests an additional hearing, then the Commissioner may be considered for assistance and/or a second appeal, Acceptance of the appeal will be at the sole decision of the Chairman Potestas without further board involvement.
 - i. If the Member requests an additional hearing, the Member shall make a written request for such action to the Commissioner Potestas within seven (7) days of the conclusion of the originating hearing.
 - ii. The written request must be accompanied by a \$1,000 non-refundable fee.
 - iii. The written request and the scheduled fee must be hand delivered via an international recognized courier (the Appellant must obtain and retain a receipt showing date of deposit with courier) to one of the following for the final appearing hearing to be processed:
C/O – World Racing Group Appeal Post – Commissioner Potestas
Corporate Headquarters
7575-D West Winds Blvd.
Concord, NC 28027
 - b. The Chairman Potestas will determine whether or not the appeal will be heard after reception of the written request and the \$1,000 non-refundable fee and inform all parties involved of the determination.
 - c. The Chairman Potestas may conduct a hearing within a reasonable and practical date, notifying the parties of the appeal and hearing. The Chairman Potestas will determine the date and location (if any) for the Chairman Potestas appeal hearing.
 - d. If requested by Chairman Potestas, Members may be asked to appear in person, but not through a representative and/or an attorney. The subject matter may not be discussed outside the hearing unless specifically contacted by the Chairman Potestas in regard to the appeal hearing.
 - e. Hearings performed by the Chairman Potestas will be conducted according to the procedures disseminated by the Chairman Potestas.
 - f. If the Chairman Potestas determines that the proceedings in respect to any appeal have been instituted or continued by a Member without reasonable grounds, the chairman may disqualify

the procedure and such cost, in addition to the appeal fee, shall be assessed against the Member who instituted or continued the proceeding.

- g. At the request of the filing Member, the Chairman Potestas may determine that the penalty under review shall not be executed until the appeal of the said penalty has been resolved. Otherwise the penalty shall be executed promptly. If the Chairman Potestas temporarily defers execution of the penalty, but later denies the appeal in whole or part, the Chairman Potestas may reinstate the original penalty as Penalty Notice or take such other action as the Chairman Potestas deems appropriate to place into effect in whole or in part the Penalty Notice including disallowance of finishing position, points and/or prize money otherwise earned in any Event during the period of temporary deferral of the penalty.
 - h. The Chairman Potestas may require the appellant to post a bond to cover the costs of the appeal and/or any reasonable and foreseeable economic impact to the sanction and/or series and/or other Members that may be caused by the appeal. If the Chairman Potestas requires such a bond, its form and substance shall be at the discretion of the Chairman Potestas.
 - i. The Chairman Potestas may summon, either orally and/or in writing at the Chairman Potestas' sole discretion, any World Racing Group Member and/or participant and/or Official to testify at a hearing. Any Member who is summoned to testify in a hearing and fails to do so may be subject to indefinite suspension and/or other penalties as deemed appropriate by the Chairman Potestas and World Racing Group.
 - j. World Racing Group has the right to publish the judgment of the Chairman Potestas and the names of the parties involved. A party shall have no claim and/or cause of action of any kind against World Racing Group, the Chairman Potestas and/or the publisher.
 - k. The administrative remedies for any appeal included here represent the complete and final process. If the appealing member seeks remedy through the court systems, the member agrees to the exclusive jurisdiction of the courts in Charlotte, North Carolina for the adjudication of any suit, action or proceeding. All costs and expenses incurred by WRG in responding to the action (including attorneys' fees) shall be borne by the appealing Member.
 - l. If the member initiates within any court whether administrative appeal commission process is completed or in process a suspension penalty, if applicable, may be extended by the time passed to reach the final resolution of the administrative appeal panel and/or any court action.
 - m. All decisions of the Chairman Potestas shall be final.
- F. Conditional Appeal Supporting Documentation
- a. A member in good standing may submit a request to the World Racing Group Commission Members that are hearing their appeal, to allow a "polygraph" examination to be entered as supporting documentation in the appeal of a penalty for the following:
 - i. Tire laboratory testing where the tire did not meet the benchmark and a penalty was issued.
 - b. Commission Members may deny the request for any reason and the decision is final.
 - c. The result of the polygraph tests will only be used as supporting documentation and do not alter the facts of the appeal. If the results are considered, they will be used to assist the commission members in the deliberation of the appropriateness of the penalty.
 - d. A Polygraph or "lie detector test" means an analysis, examination, interrogation or test that is taken or performed by means of a machine and is used to assess a person's credibility and to try to assess the veracity of the person taking the test.
 - e. If approved by the Commission Members hearing the appeal, the following steps shall be followed:
 - i. The Commission Chair will select an outside vendor to administer the test.

- ii. The Driver (appellant). Crew Chief assigned tire manager and car owner and any other persons requested by the Commission members will submit to the testing at the selected vendor.
- iii. All parties submitting to the test, will also submit to a 7-panel drug test prior to examination.
- iv. Officials will provide a statement of facts to the vendor along with supporting documents
- v. Appellant will provide payment for all requested tests; polygraph and drug, directly to the vendor.
- vi. A \$300 administrative fee will be paid to the WRG Appeals board at the time of the request.
- vii. The vendor will notify the member of the test date and location.
- f. This additional testing will not extend or create a deferral.
- g. Results will be sent to the Commission Chair who will reconvene the appeals board members and provide the results. The Chairman will also provide the results to the Member.
- h. The test results will remain confidential.

Section 10 – Substance Abuse Policy

A. Purpose

- a. The World Racing Group (hereinafter “WRG”) is dedicated and committed to making its racing series safe for both competitors and spectators. WRG understands that misuse and abuse of alcohol and drugs, both legal and illegal, is a serious threat to the safety and security of motorsports, and by way of this policy, it seeks to control and eliminate such misuse and abuse at or in connection with its events. WRG requires the cooperation and assistance of all of its competitors and members in effectively implementing the “World Racing Group Substance Abuse Policy” (hereinafter “Policy”). WRG shall appoint a third-party organization (hereinafter “Administrator”) to help oversee the Policy and its procedures including, but not limited to, test scheduling, Participant selection of testing, on-site specimen collection, and results management. All members, drivers, mechanics, crew members, officials, workers, and others participating in WRG events in any way (hereinafter collectively “Participants”) agree to be bound by, and to comply with the Policy terms and conditions at all WRG events at all times.

B. Prohibitions

a. Prohibited Substances

- i. Pursuant to this Policy, prohibited substances include those substances that, in the WRG’s sole determination or in collaboration with the Administrator, may adversely affect the safety and well-being of the Participants or the competition at a WRG event. Such substances include, but are not limited to, illegal drugs and the paraphernalia associated with the use of illegal drugs. WRG reserves the right, in its sole discretion, to make a determination with regard to the prohibition of any substance at any time. Pursuant to this Policy, said discretion includes the ability of WRG to make the determination after it receives the results of a drug test pursuant to this Policy. Participants shall not use, possess, purchase, sell, manufacture or participate in the distribution of prohibited substances, in any amount and at any time.

b. Prescriptions and Over-the-Counter Medications

- i. Participants shall use prescription and over-the-counter medications responsibly, and Participants should be fully informed as to the medications’ potential impact and effect on participation at WRG events. Participants should not use prescription or over-the-counter medications during WRG events if such use impairs or diminishes their skills or abilities, or if it affects the Participants’ safety or the safety of others. Even when properly used,

prescription and over-the-counter medications can be dangerous and result in an unsafe environment, particularly during high speed motorsports activities.

- ii. Misuse of a prescription or over-the-counter medication by Participants, including, without limitation, use that is inconsistent with the instructions provided by the manufacturer, pharmacist, and/or the prescribing physician, is strictly forbidden. WRG reserves the right and ability to prohibit the use or misuse of any particular prescription or over-the-counter medication, and to deem such use or misuse detrimental to the safety of Participants, the sport, and/or others. Any medication that causes Participants to have a diminished or impaired ability to perform his or her duties at a WRG event shall be deemed to be prohibited for the purpose of this Policy. The illegal acquisition and/or distribution of any prescription or over-the-counter medication is also strictly prohibited.

c. Alcohol

- i. On event days, Participants in WRG events are strictly prohibited from consuming or being under the influence of alcohol prior to or during the event. Participants shall be deemed under the influence of alcohol if a test taken before, during, or immediately after participation (in any capacity) indicates a blood alcohol content level at or above 20 mg per 100ml (.02%). However, nothing in the terms and conditions of this Policy shall prevent WRG from exercising its sole discretion to determine that a Participant evidencing alcohol usage in any amount (even with a blood alcohol content level of below 20mg per 100ml [.02%]) is under the influence and/or physically unfit for participating in the event. WRG reserves the right and ability to take such action in the interest of safety and in the best interest of the sport.

C. Testing Based Upon Reasonable Suspicion

- a. WRG can require a Participant to submit to a test or tests for the presence of alcohol, drugs or medications if a WRG event, sanctioning body officials, or Administrator official has reasonable suspicion that the Participant has violated any part of this Policy or has impaired or diminished abilities to perform as a result of using a prohibited substance. Pursuant to this Policy, testing may be performed using breath, urine, saliva, and/or blood. WRG also reserves the right and ability to determine that Participants are under the influence of alcohol, drugs, or medications through the use of a physical field test checking physical impairments or diminished capacities.
- b. Circumstances and factors that may cause WRG to have reasonable suspicion include, without limitation the following:
 - i. Illegal substances or illegal drug paraphernalia is observed in the possession of the Participant at any time;
 - ii. The Participant is observed exhibiting one or more of the following symptoms or behaviors, which can potentially be associated with the use of alcohol, drugs, and/or medications:
 - (1) Physical signs of red or droopy eyes, and/or dilated or constricted pupils;
 - (2) Slurred speech, stumbling, or hyperactivity;
 - (3) Needle marks present on the Participant's body;
 - (4) Repeated unexplained disappearances from an event;
 - (5) A constantly running or sniffing nose, or a nose that appears consistently red irritated;
 - (6) The inability to understand or track time, exhibited, for example, by the Participant being regularly tardy or absent from appointments or commitments;
 - (7) Chronic forgetfulness or broken promise;
 - (8) An abnormal number of accidents during events;
 - (9) Involvement in conduct which violates WRG safety procedures or involvement in careless acts during a WRG event;
 - (10) Inability to concentrate, lack of recollection, and/or lack of attention;

- (11)Mental confusion, paranoia, or the presence of abnormal or unreasonable thoughts and ideas;
 - (12)Exhibitions of violent tendencies, loss of temper, irritability, or unreasonably aggressive behavior;
 - (13)Statements by a Participant that may indicate that he or she uses prohibited substances;
 - (14)Extreme personality changes and/or mood swings;
 - (15)Noticeably declining personal hygiene and appearance;
 - (16)A pattern of abnormal conduct;
 - (17)Violation of WRG rules or a failure to follow safe practices; and
 - (18)Evidence of attempts to falsify, alter or modify prior alcohol or drugs tests.
- iii. The Participant is charged with, suspected of, or arrested or convicted for driving while under the influence of alcohol, drugs, medications, or other prohibited substances;
 - iv. The Participants is charged with, suspected of, or arrested or convicted for any type of drug related offense;
 - v. WRG receives information from a reliable source that the Participant is under the influence of alcohol, drugs, medications, or other prohibited substances on the day of a WRG event, or that the Participant is using, possessing, distributing, or selling illegal drugs or other prohibited substances at any time.
 - vi. The smell of alcohol or other prohibited substance is evident on the person of any Participant on the day of any WRG event.
 - vii. The results of an examination or test administered by, or at the request of WRG, indicates evidence that the Participant is or was using a prohibited or illegal substance, or the Participant is abusing alcohol;
 - viii. The Participant attempts to alter or manipulate a specimen used in connection with testing under this Policy, or the Participant attempts to alter or manipulate the results of any such testing or examination.
- D. Random Testing
- a. Participants understand and acknowledge that WRG reserves the right and ability to implement (in its sole discretion) a random and/or annual testing procedure and require Participants to submit to such testing. The selection of Participants to submit to random or annual testing shall be made by either the WRG or Administrator.
- E. Authorization For Testing, Waiver and Release, Compliance
- a. If a WRG Participant refuses to sign, execute, and/or deliver an authorization for testing in connection with this Policy, and/or the “WRG Substance Abuse Policy Waiver and Release, Express Assumption of the Risk, and Indemnity Agreement” prior to participation in WRG events as required by WRG, the Participant will not be issued membership in, or a license to, WRG, and the Participant will not be permitted to participate in WRG events. In such a circumstance, if a Participant is already a member, and/or already has a WRG license, the Participant will be suspended until he or she complies with all requirements of this Policy.
 - b. Upon request pursuant to this Policy, Participants must comply and submit to testing within the time period designated by the WRG or Administrator officials. If a Participant refuses to comply with or participate in testing within the time period designated by the WRG or Administrator officials, the Participant may be removed from WRG event premises and suspended from competition. In such a circumstance, the Participant will also be subject to additional disciplinary action pursuant to this Policy.
- F. Collection Procedures and Testing Protocols
- a. Participant Notification Procedures

- i. WRG shall designate and assign certain WRG officials (hereinafter "Site Coordinator") with the responsibility to carry out the following notification procedures with due care and diligence:
 - (1) Designated Site Coordinator will be given a list of selected Participants by assigned Drug Testing Personnel (hereinafter "Collectors") or WRG Officials.
 - (2) Each selected Participant shall be notified in person of their selection to provide a urine sample by the Site Coordinator.
 - (3) Each selected Participant shall be escorted directly to the testing area by the Site Coordinator or another assigned WRG official unless that Participant has a valid reason for a delay in reporting. Valid reasons for a delay in reporting may include, but are not limited to; pre or post competition obligations, media, medical requirements, and award ceremonies.
 - (4) If the selected Participant is allowed a delay in reporting to the testing area, s/he shall be monitored by the Site Coordinator or another assigned WRG official until the selected Participant is able to report to the testing area.
 - (5) The Site Coordinator shall inform the selected Participant to bring a valid form of photo identification to the testing area and to avoid over-hydrating in order to ensure a valid urine sample provision.
- b. Collection of Urine Specimens
 - i. The Administrator shall designate and assign Collectors with the responsibility to collect urine specimens and to carry out the following procedures with due care and diligence. Collectors should immediately inform a WRG or Administrator official if a Participant does not comply with any of these procedures.
 - (1) Only those authorized by the Collector will be allowed in the testing area.
 - (2) The Collector shall not be responsible for providing food or fluid to Participants.
 - (3) Upon entering the testing area, the Participant will provide photo identification to the Collector. If the Participant does not have photo identification, the Site Coordinator or another WRG official will positively identify the Participant by signing their name in SCAN.
 - (4) The Participant will select a unique set of beaker barcode numbers from a selection of such and that number will be recorded in SCAN by the Collector.
 - (5) The Participant may not carry any item into the testing area when a specimen is being provided.
 - (6) The Participant must remain in visual contact with the Collector until the specimen collection is complete.
 - (7) When ready to urinate, the Participant will select a sealed beaker from a supply of such. The beaker will be kept in the Collector's sight at all times.
 - (8) A Collector who is the same gender of the Participant providing a sample, will accompany the Participant into the toilet area and will instruct the Participant to rinse their hands with water only (no soap).
 - (9) The Collector, serving as the validator, will monitor the furnishing of the urine specimen by the Participant under direct visual observation until a specimen of at least 50mL is produced. The Collector must have a clear and unobstructed view of the passing of the specimen.
 - (10) If the Participant is unable to provide a complete specimen and must leave the testing area for a reason approved by the Collector, the Participant must either: (i) remain with the Collector and during this time the Participant is responsible for keeping the beaker closed and controlled under the observation of the Collector; or (ii) the incomplete

specimen must be packaged in accordance with the Partial Specimen Protocol below. The Participant will be monitored by an assigned WRG official or Collector at all times until they return to provide a complete specimen at a time determined by the Collector.

- (11) The Collector who served as the validator and observed the furnishing of the urine specimen will attest by signature in SCAN that the specimen was provided under their direct observation.
 - (12) In the presence of the Participant, the Collector will pour off a small amount of the specimen and measure the specimen's specific gravity ("SG"). If the specimen has a SG below 1.005, the specimen will be discarded in the toilet in the presence of the Participant and the Participant will be required to provide additional specimens under direct observation until a specimen of adequate SG requirements (≥ 1.005) is provided.
 - (13) When a specimen with adequate volume and SG has been provided, the Participant will select a unique specimen number and sealed specimen collection kit from a supply of such. The Collector will ask the Participant to make sure that all numbered specimen seals match.
 - (14) Under observation of the Participant, the Collector will open the sealed specimen collection kit and pour no less than 30mL of urine into the larger "A-Vial" and no less than 15mL of urine into the smaller "B-Vial". The Collector will then place the uniquely numbered seals on the vials and seal the vials for transportation to the laboratory back into the kit box that they were originally sealed.
 - (15) The Collector and the Participant will attest by signature in SCAN that the collection procedures were followed.
 - (16) The Collector may provide the Participant with a form that includes the date of the specimen collection, the Participant's name, and specimen number.
 - (17) All specimens must be secured and controlled by the Collector at all times until handed off to FedEx. If reasonably feasible, the Collector should deliver specimens to a FedEx location as soon as possible following the completion of the collection. If circumstances do not allow for the shipment of the specimens on the same day as the collection, the Collector should store the specimens in a cool and secure location until delivery to FedEx.
- c. Partial Urine Specimen Protocols
- i. Participants who provide a partial urine specimen (i.e., a urine specimen less than the required 50mL) and are required to leave the testing area for an approved reason by the Collector or Site Coordinator must be monitored by an assigned WRG official or Collector until they return to the testing area. The partial specimen will be packaged as outlined below.
 - (1) The partial urine specimen must remain in the collection beaker.
 - (2) The Participant will select a set of specimen seals provided from a supply of such.
 - (3) The set of specimen seals includes five barcode seals (a seal for the A vial, a seal for the B vial, a shipping box seal, a seal for the Specimen Processing Form and a seal for the Participant's copy of the Specimen Processing Form) and one blank extra seal.
 - (4) The Collector will place a Specimen Processing Form bar code on the white and pink copy of the Participant's Specimen Processing Form.
 - (5) The Collector will have the Participant initial or sign the blank extra seal and place it on the beaker containing the partial urine specimen in such a way that the act of opening the beaker would cause the seal to be broken.
 - (6) The Collector will place the sealed beaker in the larger compartment of a plastic shipping bag.

- (7) The Collector will seal the plastic bag in the same manner it is sealed for shipping of a complete specimen.
- (8) The Collector will have the Participant initial or sign a tamper evident seal placed on the bag in such a way that any subsequent seal breakage or tampering would be evident to the Participant.
- (9) The sealed, initialed specimen will remain with the Collector in the testing area.
- (10) After the Participant returns to the testing area, the Participant will show photo identification to the Collector, inspect the bag containing the beaker to ensure it is their specimen and inspect the tamper evident seal on the beaker. If the Participant is satisfied that the bag and seal are unbroken and tamper-free, the Participant will then provide additional urine in the beaker according to the established protocol.
- (11) In the event that the Participant elects to provide a new specimen, the initial specimen will be discarded.
- (12) In the event that the Participant does not provide the required 50mL specimen and must leave the testing area again for an approved reason by the Collector or Site Coordinator, the Collector will begin with step 1 of this partial specimen protocol until the required 50mL specimen is obtained.
- (13) Once the required 50mL specimen is obtained, the Collector will package the specimen in the usual manner for shipping to the laboratory.
- (14) The Participant will sign their name indicating that all processing and packaging protocols were followed, including this partial specimen packaging protocol, and that the specimen is his/her urine with no evidence of tampering.

d. Testing Laboratory

- i. All testing pursuant to this Policy will be completed at a laboratory (or laboratories) selected by the WRG or Administrator, in their sole discretion, from the listing of those laboratories that have been certified by the Substance Abuse and Mental Health Services Administration of the United States Department of Health and Human Services and/or by the College of American Pathologists Forensic Urine Drug Testing Program (hereinafter the "Laboratory").

e. Testing Specifics

- i. The Laboratory shall determine the appropriate standards and methods of analysis regarding specimens submitted concerning WRG Participants. The Laboratory shall also determine if, and to what extent, a specimen is deemed to be a true positive for a prohibited substance and/or alcohol, along with whether or not the specimen has been altered or manipulated. The Laboratory shall transmit all testing results to an Administrator official (or officials) designated by WRG for interpretation, and for determination of the appropriate course of action.

G. Discipline

a. Positive Tests

- i. Any tests conducted under the Policy will be considered "positive" under the following circumstances:
 - (1) If any prohibited substance is detected in the specimen provided by the Participant.
 - (2) A Participant fails or refuses to take a test pursuant to Section IV or otherwise engages in activity that prevents the collection of a specimen under the Policy.
 - (3) A Participant attempts to substitute, dilute, mask or alter a specimen, attempts to impair the excretion of a prohibited substance in a specimen, or attempts to tamper with a test in any way (including, but not limited to, catheterization, specimen substitution and/or adulteration).

b. Sanctions Concerning All Prohibited Substances

- i. Upon being notified by the designated Administrator official (or officials) of a true positive test result for a WRG Participant, the WRG Officials shall inform that Participant of the positive result and the following sanctions shall apply. First Offense: Participants will be withheld from competition for 90 days from the date of the test and fined \$1000. This suspension term may be reduced to 60 days with the completion of an alcohol or drug-education program. Reinstatement will be conditional on two negative tests over the final 14-day period of the suspension and payment of the fine (Note: a positive result on a re-test will count as a second offense).
 - ii. Second Offense: Participants will be withheld from competition for 180 days from the date of the test and fined \$2500. This suspension term may be reduced to 120 days with the completion of an enhanced alcohol or drug-education program. Reinstatement will be conditional on two negative tests over the final 14-day period of the suspension and payment of the fine (Note: a positive result on a re-test will count as a third offense).
 - iii. Third Offense: Participants will be withheld from competition for 365 days from the date of the test and fined \$5000. Reinstatement will be conditional on three negative tests over the final 30-day period of the suspension and payment of the fine.
 - c. The determination of whether a test is “positive” under section VII.A.2 or VII.A.3 shall be made by the WRG in its sole determination. A Participant who violates Section VII.A.2 or VII.A.3 shall be considered to have tested positive for the category of prohibited substance in which he/she was attempting to avoid detection. If, following a suspension (and the enforcement of any other disciplinary action), a Participant desires to resume participation in any way in a WRG event, the Participant must obtain approval from the WRG Appeals Board and/or WRG Supervisory Officials and must voluntarily submit himself or herself to follow up, and regularly scheduled, testing as deemed necessary by the WRG Supervisory Officials and/or Board. Such follow up testing shall be conducted in a manner, and under certain conditions, as determined necessary by the WRG Supervisory Officials and/or Board. The follow up testing as determined by the WRG Supervisory Officials and/or Board shall also be conducted solely at the expense of the Participant. In the event that a suspended Participant submits to follow up testing and such testing shows no evidence of a prohibited substance, the WRG Supervisory Officials and/or Board may reinstate the Participant, assuming the Participant is otherwise eligible to participate, and assuming that the Participant agrees to make himself or herself available for future random tests without the need for reasonable suspicion. Such random testing shall be conducted as the WRG Supervisory Officials and/or Board sees fit, shall take place at any time and at any WRG event, and shall be conducted at Participant’s sole expense.
 - d. Appeals
 - i. An appeal of a penalty imposed by any violation, as stated in the World Racing Group Substance Abuse Policy, are dictated by Section 12 of the General Rules and Specifications. Appeals will require a \$500 administrative fee. All other aspects of Section 12 will apply.
 - e. Therapeutic Use Exemptions
 - i. Participants may have illnesses or conditions that require the use of a prohibited substance as treatment. In such a case, a Therapeutic Use Exemption (hereinafter “TUE”) may, under strict conditions, provide a Participant with the authorization to take a needed medicine during competition. In no instance will an actively competing Participant be granted a TUE for a substance that would impair their ability to compete or endanger other Participants or spectators. If a TUE is approved that would impair a Participant’s ability or endanger other Participants or spectators, that Participant will not be allowed to compete while undergoing such approved treatment. All TUE’s will be reviewed by the WRG and in conjunction with a designated Medical Review Officer (hereinafter “MRO”). In order to obtain an approval for

a TUE, a Participant must have a well-documented medical condition supported by reliable and relevant medical data.

f. Publication

- i. Participants agree that WRG may, as it deems reasonable under the circumstances, publish the results of any test or tests conducted pursuant to this Policy and the circumstances giving rise to such test to such third parties. Participants also agree that WRG may, in its discretion, publish information regarding disciplinary action taken as a result of any testing or any violation of the Policy. Participants shall have no claim or cause of action of any kind against WRG, the Administrator, or any of its officials, directors, officers, employees or agents with respect to any such publication.

H. Prohibited Act Under This Policy

- a. If WRG determines that a Participant has engaged in any prohibited act under this Policy or has acted in a manner contrary to the purpose and intent of this Policy, WRG may remove the Participant from the WRG event premises and/or take any other emergency action as is deemed appropriate under the circumstances. In such a circumstance, the Participant will also be subject to disciplinary action as issued at the discretion of the WRG Supervisory Officials and/or WRG Appeals Board.

I. Treatment for Alcohol, Drugs, or Medications

- a. WRG shall not be involved in recommending or prescribing any particular rehabilitation programs or procedures in response to a violation of this Policy. However, WRG strongly encourages Participants in violation of the Policy to obtain professional and ongoing help and assistance. In determining potential reinstatement and future participation, WRG will take into account a Participant's efforts to obtain professional help, and it will consider the results and successful completion of programs and assistance.

J. WRG Rules

- a. This Policy, as it may be amended from time to time, serves as a supplement to the currently effective WRG Rules as promulgated by the WRG Supervisory Officials and/or WRG Board of Directors. This Policy shall be interpreted and applied by the WRG in the context of and in connection with the WRG Rules. This Policy is, and shall be binding upon all WRG members in the same manner, and to the same extent, as the WRG Rule.

Chapter 2 – Procedures and Points

Section 1 – Racing Event Procedures

A. Pre-Race Inspections

- a. All cars entered and present at any Series event that are intended to compete in the racing event must pass pre-race inspection prior to any on-track activity. Pre-race inspection may take place in a specified area and/or in the regards of space directly at the team's transporter. Refusal to present vehicle or preventing officials from completing pre-race inspection will result in disqualification from that event and possible penalties and fines.

B. Drivers Meeting(s)

- a. All drivers must attend the drivers' meeting. Drivers in violation of not attending the Drivers' Meeting could face a fine, loss of driver's points, owner's points and/or suspension.
- b. The number of cars starting each event and the number of laps for each event may be announced at the drivers meeting.
- c. Any changes in the basic event night program due to car count, track conditions and/or any other circumstances may be announced at the drivers' meeting.

C. Inspection Procedures and Legality

- a. Officials may at their discretion, impound part(s) and/or component(s), engine and/or any other components and/or the complete car for competitive, and/or research data analysis.
- b. World Racing Group is not responsible for any cost incurred as a result of inspection.
- c. Officials may at their discretion, inspect any car entered for competition in any racing event at any time.

D. Weighing and Scales

- a. 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, mud puddle meandering, may result in disqualification or penalty
- b. The winner must weigh immediately after Winner's Circle Interview and/or Presentation.
- c. 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.
- d. The scales used for the event, provided by the series or the track, will be considered the official scales for the event.
- e. Scales will be available for any team to verify its car weight as determined by the official scales for that event.
- f. The number of cars to be scaled nightly will be announced at the driver's meeting, on the pit board, and/or instructed via the driver's one-way radio.
- g. At the scales, the car must present themselves directly onto the scales. The figure shown is the official weight for that car.
- h. Officials will allow a car to re-scale two times by pulling off the scale and pulling back on. Reading of the final attempt will become the entered weight.
- i. If, at the scales, the car fails to meet the minimum weight, the following penalties apply:
 - i. Qualifying: The car forfeits the earned qualifying and must start last in a heat race.
 - ii. Heat Race: The car is penalized for that event but remains eligible for the next qualifying race.
 - iii. Preliminary Mains, LCS, and Feature: Car and Driver will be scored in the last finishing position of the race.

E. Restrictions

- a. Once a racecar has been started or once any race has been started, all work on the racecar must be completed in the designated work area unless informed otherwise. Any participants who do not work on the car in the designated work area are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by Officials and/or World Racing Group Supervisory Officials.
- b. On the initial push, during a yellow and/or red flag situation if a car needs more than one (1) 'push-off', except for safety reasons, that car will be penalized 2 running positions. A 'push off' is considered completed only when the pushed vehicle has started and pulled away from the push vehicle.
- c. Drivers and/or team members will not be permitted to tamper with track racing surface. Any participants who tamper with the track racing surface are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- d. Any driver, crew member, or team associate that enters the racing surface without express approval from an official are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by World Racing Group Supervisory Officials.
- e. All drivers should not exit their car unless there are extenuating emergency circumstances. They should shut off the electrical power, remain in their car, and wait for track and/or safety officials without removing any personal safety equipment. At no time should a driver and/or crew member approach any portion of the racing surface or another moving vehicle.
- f. If a car/driver switch is made, for any reason, that car/driver must start at the rear of the next segment of the racing program in which that car/driver has qualified for.

F. Entry and Pill Draw

- a. All drivers and/or teams entered, in any event, must draw for a position in qualifying order at the designated location. The drivers and/or teams are responsible for their own pill draw. Only one (1) car may be entered per driver in any event.
- b. All pills will be drawn prior to the driver's meeting. If a driver and/or team entered and present at the event does not draw, that team will be placed at the end of the qualifying order. In the event that there is no qualifying, then the driver and/or team will start at the rear of their specified qualifying race.
- c. All participants shall be DIRTcar Members in good standing to participate in any event draw.

G. Hot Laps

- a. All entered cars will hot lap by the qualifying order. If a driver misses their respective group, they will forfeit their opportunity to hot lap.
- b. The MyLaps/AMB Scoring Transponder must be mounted on the racecar prior to hot laps.
- c. If and when track packing is required any car that does not participate will be given only one (1) qualifying lap and/or the best the car may qualify is 50% + 1 of the entered cars for that event.

H. Qualifying

- a. Qualifying will consist of two consecutive timed laps unless otherwise noted. Changes to the two-lap qualifying procedure will be at the discretion of series officials.
- b. When conditions and circumstances allow multi-car qualifying may be utilized at the sole discretion of series officials.
- c. Qualifying may be split into two or more separate qualifying groups based on car count. Regardless of the situation, a car must qualify within its overall assigned group.
- d. Qualifying will take place in the order of the pill draw. Each car and/or team will have a two-car and/or two-group grace period to be in line for their own qualifying opportunity.

- e. If the grace period is missed the late car will take its qualifying at the end of the scheduled lineup and receive only one qualifying lap. The best a late car can qualify is 50% (lower number) + 1 of the overall number of qualifiers in a group no matter what the qualifying time of record is posted.
 - f. Once a car is pushed and/or rolls for time trials, even if it doesn't start, that is considered an attempt to qualify. If the car leaves the track and goes to the pit area or returns to the qualifying line it will be considered late and will only receive one qualifying lap as outlined above.
 - g. The cars that are late must be in line before the last scheduled car attempts to qualify. Qualifying will be closed once all cars that are in line have attempted to qualify.
 - h. In the event of two or more cars posting the same qualifying times, the tiebreaker will be the fastest other lap time of the two consecutive recorded laps. If this does not break the tie, the tie will be broken by the qualifying pill draw. In the event that one (1) lap qualifying is utilized, the tiebreaker will be the qualifying pill draw.
 - i. In the event of inclement weather and/or unforeseen circumstances, it is at the discretion of the World Racing Group Supervisory Officials to revise the qualifying procedure.
 - j. If for any reason, a race must be run on a different day after qualifying is completed (except for multiple-day events), the driver may start the race in the earned qualifying position even if not in the car originally presented for qualifying.
- I. Heat Races
- a. The heat race lineups will be determined by the results of qualifying.
 - b. The number of laps in the heat races and the number of cars transferring from the heat race(s) will be announced at the driver's meeting by series officials.
 - c. There may be a redraw for starting position amongst the top finisher(s) in each heat race. The number of drivers that participate in the redraw will be determined by the number of heat race(s) run during any given event night and will be announced at the driver's meeting.
 - d. Any driver transferring from the heat race(s) to the feature race that does not qualify for the redraw will line up for the feature race based upon the driver's finish in the heat race.
 - e. Any driver that does not transfer from the heat race(s) to the feature race will be assigned to compete in an LCS and/or preliminary main.
- J. Last Chance Showdown(s)
- a. The Last Chance Showdown(s) lineup will be determined by the finishing order of the heat race(s).
 - b. The number of laps and number of transfer position(s) from the Last Chance Showdown will be based on the overall car count for the event and announced at the driver's meeting.
- K. Backup Cars
- a. A backup car may be introduced at any time between qualifying and the start of the Feature due to the original car not operating properly and/or from extensive damage. Such determination will be at the sole discretion of the series officials. Any such change will result in the driver starting at the rear of the next race segment for which the driver has qualified. If a driver changes car(s) after hot laps, that driver will remain in his drawn position for qualifying and will be positioned in subsequent races accordingly.
 - b. If a backup car is introduced, the car must pass pre-race technical inspection prior to any competition. A backup car may be obtained from any source and does not have to be part of a team's original equipment.
 - c. An additional entry/inspection fee may be due for the introduction of any backup car where applicable.

- d. Once a car has been withdrawn from an event, that car will not be allowed to be resubmitted to competition during that event.

L. Starts

- a. The race will begin immediately once the racing surface is clear and the cars are properly aligned in their assigned starting positions.
- b. Any driver, team, and/or car, who purposely attempts to hold up the start of any race will be placed at the rear of the lineup and could be disqualified from the event, suspended, and/or fined at the discretion of the World Racing Group Officials.
- c. Once the allotted time (announced at the driver's meeting) allowed for being on the track or in the push-off and/or staging area, ready to race, has expired, any late car will be penalized to the rear of the field. Sprint Car push off will be two (2) positions.
- d. Any car pushed or joining the field after the field has started assembling must start at the rear of the field.
- e. In any race once the one (1) to go signal has been displayed cars will not be allowed to enter the racing surface unless directed by a Series Official.
- f. All starts and restarts will take place at a consistent speed. Consistent speed will be at the discretion of World Racing Group Officials. Starts will take place within a designated area that will be identified at the driver's meeting. Any car out of line and/or passing before this point will bring out a caution period and will be penalized two (2) positions on the ensuing restart. If an offending car is located on the last row of the starting grid then that car is allowed to restart but will be penalized 2 positions from its finishing position. If the same car commits a second offense it shall be disqualified from that event. All front row cars must choose their racing line coming out of turn three (3) and must maintain that line until the start or restart occurs. Failure to do so will result in a two (2) position penalty. Failure to acknowledge and comply with the "move back" signal may result in being parked for that race.
- g. In the event that the race is not properly started by the two (2) front row cars, the responsible car(s) may be moved to the second row. Failure to acknowledge and comply with the "move back" signal may result in being parked for that race.
- h. Alternate starters for any race will not be permitted to start any race after the original start has taken place.
- i. One (1) complete lap must be completed before the race is restarted using a restart lineup.
- j. The pole car sets the pace and the front row starts the race together at the designated area, regardless of a displayed flag. Any passing before the front row accelerates will not be permitted.
- k. If a caution comes out on the original start or before one (1) lap is completed, the car or cars that brought out the caution will lineup at the rear of the field and the race will have a complete restart for the remainder of the field with cars lined up by position at the discretion of the race director.

M. Restarts

- a. All restarts will take place with the lead lap cars moved to the front of the field. Lapped cars will pull to the inside and fall in behind the last car on the lead lap in their order of running.
- b. If a car is unable to properly restart the race after the one (1) attempt, the car will be penalized two (2) positions.
- c. When an infraction occurs on a restart, series officials may exercise their discretion and allow the race to continue, not calling for another restart, and then penalize the offending car(s) under yellow flag conditions or at the conclusion of the race. The offending car(s) will be penalized two (2) positions plus any positions gained.

- d. The restart area will be at the designated restart area, which will be announced at the Driver's Meeting.
- e. All restarts will take place at a consistent speed. Consistent speed will be at the discretion of Series Officials.
- f. Any cars that stop in the pit/designated work area, during a caution period will be required to restart from the rear of the field.
- g. Any cars that are involved in a red flag situation will be required to restart at the rear of the field, including cars that go to the pits during a red flag situation.
- h. Under red flag conditions any car that stops because of a blocked track, at the discretion of the Series Officials, will not be considered involved in the red.
- i. Any car that is stopped for consultation during a caution period will retain its position only if the Series Officials deem the car 'clear' and permit it to return directly to competition without adjustment.
- j. If a car is not in a proper nose-to-tail alignment and/or is laying back to create an excessive gap between cars, then that car may be penalized. If there are multiple violations, the car may be disqualified from the event.
- k. Restarts will follow single-file procedures during any racing event. The field should be a single file, in the tracks of the car in front of them until the leader restarts the race.
- l. If a car is out of line or jumps a restart, they will be penalized two (2) positions at the next yellow or at the end of the race. Any car in the last 2 running positions of the restart that commits an offense will be allowed to restart but will be penalized 2 finishing positions. If there are multiple violations, the car may be disqualified from the event.

N. Racing

- a. Any car that does not race on the designated racing surface in order to better its position will be black flagged and penalized at the discretion of the Series Officials.
- b. The maximum number of event laps will be stated by the Series Race Director during the driver's meeting but may change due to extenuating circumstances.
- c. Any car that spins, is involved in an incident, and/or has a problem but does not bring out the yellow flag and/or create a caution period, will blend back into the field where the driver is able to do so. If there is an inadvertent caution period, the Series Officials will determine the placement of the car(s) involved. The placement of the car will be where the car blended back into the field.
- d. At the discretion of the Series Official, any car that is involved in two (2) or more unaided spins may be penalized.
- e. All races must be completed in a "green-white-checker" finish. This means if the yellow flag is displayed or caution lights illuminated prior to the leader receiving the checkered flag, that race will be restarted and run for two consecutive laps before completion. Under certain conditions, at the discretion of Series Officials, a one-lap "white – checkered" finish is allowable.
- f. If a race is red-flagged due to weather conditions and cars are sent to the pits, then any and all work, including tire changes, is permitted.
- g. If there is an incident resulting in a closed red situation and the determination is made to go to an open red then all the cars that were considered involved, whether they went to the work area or not, will re-align at the rear of the field in their scored position on their last completed lap. Order is lead lap cars, 1 lap down cars, and multiple lap down cars
- h. A spin or stoppage that requires a car to be restarted during a yellow flag slow down period is considered as being involved and will result in said car or cars re-aligning at the rear of the field along with other cars that were involved in the yellow stoppage.

- i. If it is determined in any race, after the original start, that any competitor deliberately initiates a caution period, by any means, that competitor may be penalized. The determination of what constitutes deliberately initiating a caution period will be at the judgment of the and/or World Racing Group Officials.
 - j. Any cars going to the work area and re-entering the race together will be positioned in the order of their last scored lap at the rear of the field behind cars that are on the same lap as they are. If a restart green flag is displayed and followed by a yellow or red flag before a lap is scored, then any car(s) that remained in the work area can re-enter the race but will be positioned behind any same lap car that took the aforementioned restart green flag. If a car remains in the work area it can re-enter during any ensuing race stoppage, lining up behind any cars that are on the same lap as said car that is re-entering.
 - k. Officials may complete an event, at any completed lap count, at their discretion, if a condition or circumstances create a reasonable inability to continue. The race will be considered complete unless announced otherwise.
 - l. If, when officials determine in their sole discretion that unforeseen circumstances prevent the completion of the advertised distance or make it impractical to continue or complete the race within a reasonable time after it has been stopped, the race will be considered officially completed as of the last lap scored by the leader prior to the race halt. The finishing positions will be determined, as they would have held if the race had been restarted.
 - m. A pace car may be utilized to pace the field prior to the start of the event and on all restarts. Passing of the pace car, unless otherwise instructed to do so by the Series Race Director will not be permitted.
 - n. Hand signals and colored gloves will be permitted for the use of communication with drivers. Stick signals will not be permitted. Flashlights, anything with electricity and/or two-way radio communication or any electronic communication with drivers will not be permitted.
 - o. Any driver not qualified for the Feature that gains entry into the Feature due to a car/driver separation will earn show-up points only for the entire event.
 - p. In the event that a race car is inadvertently or purposely hit by a push truck, pace vehicle or purposely hit by another race car during push-off, or under yellow flag conditions or other non-racing activity and such incident is witnessed by a World of Outlaws Official, then repairs can be made to the contacted vehicle and that car will resume its running position. The maximum time period allotted for such repairs is six (6) minutes. If repairs cannot be completed within this time period, then the car will be scored as finishing last in that race. Alternate(s) starters will not be given a starting position in this situation. In the event the damaged car is not able to reenter the race, the car will be scored last on the lap in which that car has completed.
 - q. When a car is presented in the designated lineup area or during push-off for any event competition, any tire change is prohibited. Any tire change will result in forfeiting starting position. Penalty will be starting in the last position.
 - r. Adding fuel, whether on the track or in the work area, will not be permitted when yellow flag and/or closed red flag conditions exist.
- O. Work Area
- a. When the yellow flag is displayed a two (2) minute period will be permitted for the repairs of any race damage. The time will begin once the car has reached the designated work area. The car will rejoin the field at the tail of the lap it's on once the work has been completed at the direction of Series Officials.
- P. Flag Rules and Officials Signals
- a. Green Flag
 - i. The green flag signifies the start of any race and/or qualifying run.

- b. Yellow Flag
 - i. When the yellow flag is displayed, and/or the yellow caution lights are illuminated, this signifies a caution period.
 - ii. When the yellow flag is displayed and/or caution lights illuminated no passing is permitted unless instructed to do so by Series Officials.
- c. Red Flag
 - i. All red flags are considered closed red flags unless Series Officials determines it needs to be an open red. In an open red flag, a work area may be designated on the racing surface. All cars will be moved to the designated work area on the racing surface before work begins.
 - ii. When the red flag is displayed all cars on the racing surface and in the pit areas must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident. Cars are not permitted to move for any reason unless instructed by Series Officials. Any car that moves during the red flag without permission will be penalized and/or parked.
 - iii. During any red flag situation all drivers, unless involved in the incident must remain in their car unless otherwise instructed by Series Officials.
 - iv. During any red flag, once the field is stopped, the race director may offer the opportunity for any car to the work area by signaling to do so with instruction over the one-way radio. Any car that goes to the work area for service during the red flag period will surrender its running position and have to restart at the rear of the field and/or if the race is canceled due to inclement weather, the car will be scored behind those cars which did not go to the work area.
 - v. If the race is red-flagged due to inclement weather conditions, work and tire changes will be permitted.
 - vi. CLOSED RED: The track will be closed. Crew members will not be permitted on the race track and/or to their race cars.
 - vii. OPEN RED: The Race Director will determine when the track is open. Any repairs and/or adjustments, except changing a tire or wheel, can be made to the race car. When the Race Director determines that the racing may resume; an air horn designating the start of a 2-minute work period will be sounded. At one-minute remaining, the air horn will be sounded twice. At the end of the 2-minute period, the horn will be sounded, officially ending the work period. Crews must be clear of their car when the 2-minute period has expired or be penalized 2 running positions. Last row cars violating this procedure will be penalized 2 positions from their finishing position. Any car still being worked on once the field has started assembling will be disqualified and not allowed to re-enter the race.
 - viii. FUEL RED: As soon as all the crews have reached their cars an air horn designating a 2-minute work period will be sounded. The 2-minute work period procedure is the same as outlined above. Any repairs and adjustments, except changing a tire or wheel, can be made to the race car as long as they are completed before the 2-minute period has expired.
- d. Black Flag
 - i. If the black flag is displayed, then the driver that the flag is being displayed toward must bring their car to designated pit work area immediately for consultation. The car will not be scored from the point that the black flag has been displayed. If after the car is inspected and it is able to return to competition, the car may only return to the track during a caution and/or red flag period.
- e. White Flag
 - i. When the white flag is displayed this signifies that the leader of the race and/or the car that is qualifying has started the last lap of that event.

- f. Checkered Flag
 - i. The checkered flag signifies the completion of the event. All cars must pass underneath the checkered flag to be scored correctly on the final lap of the event.
 - ii. Once the leader has crossed under the checkered flag, that race will be considered complete.
- g. Officials Signals
 - i. All drivers must obey signals, communications, blackboard(s), and/or any other Official's communications that assist in the direction and facilitation of creating proper lineups and/or the process of completing the event.
- Q. General Racing Equipment, Driver Radios, and Scoring Transponders
 - a. All competitors in all series are required to have, in working condition, an approved one-way radio system to aid in lineups and/or the use of race control to manage the racing event.
 - b. All cars must have and/or provide adequate hardware for the attachment of the scoring transponder.
 - c. All cars are required to be equipped with a scoring transponder securely mounted on the specified location. It is the competitor's responsibility to ensure proper installation and working condition of the scoring transponder.
 - d. If a car is found to have a non-functioning scoring transponder, they will be directed to the pits to have one installed. A penalty may be assessed at the discretion of series officials.

Section 2 – Scoring Procedures

- A. All races are scored at the designated start/finish line.
- B. A lap will not be scored on the original start and/or any restart unless all cars complete the lap by passing through the start/finish line except for the cars involved in the incident.
- C. After the first completed green flag lap, following the original start or restart, 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. This partial lap will count toward the event's total number of laps. Racing back to the start/finish line will not be permitted. This is also known as split scoring. A completed lap is considered leader plus one (1).

Section 3 – Payoff and Pit Procedure

- A. All paid purses, appearance money and/or other awards and/or funds as outlined in the promoter's contract shall be paid to the car owner and/or designated owner's representative.

Section 4 – Provisional and Alternate Starting Positions

- A. Provisional starting positions may not be awarded at the discretion of the Series Director for the following, but not limited to; if a car is deemed not be able to run a competitive speed; if a car is late to present itself for the feature event.
- B. Once a driver has refused and/or chose not to use their awarded provisional, they will have forfeited their right to use said provisional for that night and it will be awarded to the next eligible driver with no exceptions.
- C. All Teams wanting to take a provisional must have attempted to compete in at least one preliminary event leading up to the Feature.
- D. Provisional starters tag the rear of the Feature.
- E. If provisionals are permitted in the Feature event; the car(s) owner(s) and driver(s) will earn full series points.
- F. Any Owner or Driver that has already exhausted their allotted provisionals but gain additional provisionals by switching teams and/or by any other legal means will earn show-up points only for any further provisional starts.

- G. Multi-car teams cannot rotate drivers to enhance their provisional position.
- H. Any Team using a provisional shall forfeit the minimum start money paid for the Feature. Any position attained that pays greater than the start money will be paid as advertised minus the start money amount.
- I. All Teams wanting to take a provisional must have attempted to compete in at least one preliminary event leading up to the Feature.
- J. Provisionals tag the rear of the Feature.
- K. One provisional will be issued to the highest driver in 2022 owner points and one provisional will be issued to the highest driver in 2022 driver points.
- L. Tracks, where a weekly sprint car program is raced and pointed, they may install a program identically paid and pointed as the WoO provisional program, for up to 2 local drivers.
- M. In the event a qualified car/driver for the Feature Event is unable to take the initial green flag, the qualified car/driver will receive feature points and purse for last place. Any reason for not being able to take the initial green must be approved by Series Officials. In the event that multiple cars/drivers cannot make the initial green, they will be scored and pointed at the back of the field based on their starting position. Alternates will no longer be taken to the Feature Event.

Section 5 – Racing Programs and Special Show Events

- A. There may be special event shows during the year that do not follow the Series racing formats. When such events occur, all teams will be informed of specific program and/or procedural changes for that particular event. All racing programs are subject to change and any such changes will be explained to all competitors prior to the race.
- B. From time-to-time mandatory appearances, interviews and or/autograph sessions will be scheduled. Drivers will be notified of attendance and location at selected events. If any driver fails to report to any autograph session a written penalty may be issued, which could result in loss of points, starting positions earned and/or fine(s).

Section 6 – Points Breakdown

Weekly DIRTcar Racing Points Breakdown (All Divisions)

Place	Points	Place	Points
1st	75	14th	37
2nd	70	15th	36
3rd	65	16th	35
4th	60	17th	34
5th	55	18th	33
6th	50	19th	32
7th	48	20th	31
8th	46	21st	30
9th	44	22nd	29
10th	42	23rd	28
11th	40	24th	27
12th	39	25th	26
13th	38		

(Points drop by one (1) point for positions twenty-six (26) to forty (40) if more than twenty-five (25) starters are approved)

- A. Drivers not in an A-Main Feature, where a B-Feature is run, will receive finish points starting with the first non-transfer. Points will drop one (1) point per position to a minimum of ten (10) points. Any driver participating in the event will receive a minimum of ten (10) finish points.
- B. Drivers not in an A-Main Feature will receive 10 finish points.
- C. The 2022 point season will begin on January 1, 2022.
- D. Only a driver's highest finish points race will be counted each week for events from January 1, 2022, to March 31, 2022.
- E. All races will count towards accumulated points starting April 1, 2022 going through September 25, 2022.
- F. The 2022 point season will conclude following all events originally scheduled on or before October 1, 2022. The exception is an A-Feature that is postponed due to weather, which must be completed within fourteen (14) days from the original race date, but may not be held during or after the National Championship event(s).
- G. Western region(s) or state points may continue past October 1, 2022, but only for regional/state points and events must be completed by November 12, 2022, and points will include championship events.
- H. For any event to award points, a sanction agreement must be in place. Added events must be approved ten (10) days prior to the event.
- I. Drivers may not participate in multiple top divisions (i.e. Late Models and Pro Late Models) without approval.

Bonus Points

- A. Bonus points of one (1) point for every car over twenty-five (25) entered in the event will be awarded at each race. The maximum bonus points awarded is five (5) points per race.

Event Points

- A. Event points are described as the combined total of finish points and bonus points for a given race.
- B. All races must have ten (10) or more cars entered in order to receive full points. If a race has nine (9) or fewer cars, their points will be reduced by ten percent (10%) for each car missing.
- C. Tracks may be allowed to run more than one (1) feature event per night for any division. Each feature must pay at least the same purse as a weekly show and each feature will be required to pay an additional sanction fee. "Double" features must be approved in advance.

Replacement Races

- A. A driver may begin replacing event points after the driver has completed the minimum number of races.
- B. Replacement races start with a driver's lowest event points race.
- C. A driver will never lose points with a replacement
- D. Minimum number of races before event points may be replaced:

Class	Number of Races	Class	Number of Races
DIRTcar Late Model	35 races	DIRTcar Pro Modified	20 races
DIRTcar UMP Modified	30 races	DIRTcar Stock Car	20 races
DIRTcar Pro Late Model	20 races	DIRTcar Factory Stock	20 races
DIRTcar Sportsman	20 races	DIRTcar Sport Compact	20 races

Distribution of Point Funds

- A. DIRTcar Racing will distribute the driver's point fund to each eligible member driver according to the posted awards. Driver's must be a valid, current year member to be eligible.
- B. All ties will be broken using the greatest number of 1st place finishes during the season. In the event a tie still exists, the number of 2nd, 3rd, etc. place finishes will be used in the same manner until the tie is broken.
- C. Eligibility to participate in the point fund may be forfeited by any member in violation of the posted DIRTcar rules.

Chapter 3 – Technical Rules

Section 1 – Engines

A. Engine

- a. The Chevrolet Performance Parts 602 crate engine (GM Part Number – 88958602) or the Chevrolet Performance Parts 604 crate engine (GM Part Number – 88958604) will be the only two engines permitted for competition. All engines are to remain sealed from the factory. The original factory seals must remain unaltered. Tampering, removal, and/or modifications of any type and/or broken factory seals will not be permitted. (The Chevrolet Performance Parts 602 and/or 604 crate engine may have part number changes from time to time as issued by the manufacturer.
- b. All engines and all components must remain in their original configuration and form as purchased and/or delivered from the factory. Any changes will result in disqualification from the event. Any alterations to the engine will not be permitted.
- c. Any part that is sealed from the factory that has been tampered with and/or removed will result in an immediate penalty. The minimum penalty will be a \$1,000 fine, loss of accumulated points for the year, and a loss of all earned purse money for the event night.
- d. Any issued penalty may include and will not be limited to a suspension of the car, driver, owner, and/or engine builder from participation in any World Racing Group event.
- e. Any participant (driver, car owner, and/or engine builder) that is found to have tampered with the engine will lose all points accumulated for the season, all earnings, and the parts will be impounded for competitive analysis. In addition, the participant may be suspended indefinitely from all World Racing Group events.
- f. Changes and/or alterations to the engine, intake manifold, cylinder heads, valve covers, valve components, front cover, oil pan, harmonic balancer, and/or any parts on or in the engine will not be permitted.
- g. The maximum RPM with a dial or chip will be 6600. The dial or chip must be out of the reach of the driver.

B. Engine Inspection and/or Engine Exchange

- a. World Racing Group and/or DIRTcar Racing officials reserve the right to exchange or impound any engine at any time for competitive analysis and/or inspection. Failure to allow the engine to be retained for the impound procedure will result in disqualification from the event and possibly additional penalties.
- b. The engine that has been impounded and/or exchanged will retain all components as the engine was received from the factory or on the factory sale list.

C. Crate Engine DIstributor and Ignition

- a. Magnetos will not be permitted.
- b. Electronic ignition will be permitted.
- c. MSD-type ignition amplifier boxes will be permitted. The MSD 6ALN ignition box is recommended.
- d. The following ignition boxes will not be permitted for use:
 - i. MSD Red 6 Box – Part Number: 6530
 - ii. MSD Black Box – Part Number: 65303
 - iii. MSD Gold 7 Box – Part Number: 7531
 - iv. Fast Ignition – Part Number: 307222
- e. World Racing Group and/or DIRTcar Racing officials retain the right to change MSD boxes with any car at any time without notice.

- D. Carburetor and Carburetor Spacer
 - a. Any maximum 750 CFM carburetor will be permitted. The carburetor must have a maximum of one (1) 11/16"-inch base plate.
 - b. A maximum 1"-inch spacer measured between the bottom of the base plate and the top of the intake manifold, including gaskets will be permitted. The spacer must remain 1"-inch across the entire plain of the spacer.
 - c. The spacer must not extend into the intake manifold.
 - d. One gasket will be permitted from the carburetor to the spacer. One gasket will be permitted from the bottom of the spacer to the top of the intake manifold.
 - e. Gaskets must be standard for application. Gaskets that exceed a standard OEM thickness for a carburetor/spacer-type application will not be permitted.
 - f. The use of two (2) throttle return springs is recommended.
 - g. An approved carburetor roll-over plate that prevents fuel spillage in case of a rollover is highly recommended.
 - i. Carburetors with plate(s) will be mandated at a future date to be announced.
 - ii. Currently approved rollover plate approved as followed:
 - (1) Willy's Carb & Dyno Shop, LLC – Part Number WCD4000SB
 - (2) Willy's Carb & Dyno Shop, LLC – Part Number WCD4002
- E. Wet Sump Oiling System
 - a. Only the standard GM Wet Sump Oil Pump will be permitted. External oil pumps of any size or stage, even if considered a wet-sump single stage-type will not be permitted.
 - b. One (1) remote type oil filter and external oil lines that transfer oil through the filter only will be permitted.
 - c. One (1) oil cooler will be permitted.

Section 2 — Transmission, Driveline and Driveline Components

- A. Transmission
 - a. A functional clutch must be used. Direct drives systems of any type will not be permitted.
 - b. The transmission must be bolted to the engine and it must have forward and working reverse gear(s) and must be able to shift to forward or reverse with the engine running.
 - c. Only two-speed transmissions with a working reverse low gear and high gear will be allowed. High gear is 1 to 1.
 - d. No overdrive or underdrive multiple speed transmissions will be permitted.
- B. Driveshaft
 - a. The driveshaft must be a minimum of 2"-inches in diameter. All drive shafts must be painted white.
 - b. Only one (1) driveshaft connected from the transmission to the center section of the rear end will be permitted.
 - c. A minimum of one (1) driveshaft hoop/sling must be fastened securely to the frame. It is recommended that two (2) driveshaft hoops/slings be used.
- C. Rear End
 - a. Any type of rear-end differential/center section will be permitted.
 - b. Live axle-type rear ends will not be permitted.
 - c. Independent rear suspensions will not be permitted.
 - d. Floater type, wide five hub assemblies will be the only hub assemblies permitted.
 - e. The axle housing must be of the "closed-tube" design utilizing "full-floating" magnetic steel axle tubes.

- f. The center section of the axle housing must be manufactured of either aluminum or magnesium.
- g. Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic, heavy materials will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.

Section 3 — Fuel, Fuel Cells and Fuel System

- A. All cars must have fuel cells that meet and/or exceed FIA/FT3 or SFI 28.3 specifications. The fuel cell must have a maximum capacity of 35 gallons.
- B. The fuel cell must be enclosed completely in a container that is a minimum thickness of 20-gauge magnetic steel and/or .060"-inch aluminum.
- C. Fuel cell cap must be a threaded cap and/or ATL Part # TF751 1/4 Turn Bullet Cap, Schultz Racing Fuel Cell part #SFP-300 1/4 turn cap.
- D. The entire container must be visible for ease of inspection.
- E. The fuel cell must be mounted behind the rear axle between the rear tires, a minimum of 4"-inches ahead of the rear bumper. The bottom of the fuel cell must not be any lower than the bottom of the rear end/quick-change housing.
- F. The fuel cell must be mounted with a minimum of two (2) .125"-inch thick steel straps. The straps must cover the entire cell. Fuel cells that are mounted in a square tubing frame will be permitted. A minimum of seven (7) 6"-inch ASTM Grade 8 bolts must be used to mount the fuel cell to the frame.
- G. The fuel pick-ups must be positioned on the top of the fuel cell and be constructed of steel. The fuel pickup must have a check valve. Pick-ups on vertical sides are prohibited.
- H. Only leaded and/or unleaded gasoline will be permitted for competition. Standard pump gasoline is recommended.
- I. Competitors must be prepared to drain fuel from the fuel cell for inspection.
- J. Only mechanical and/or belt-driven fuel pumps will be permitted. Fuel pumps must be engine mounted. Electric pumps, primary and/or secondary, pressure systems, and additional reservoirs will not be permitted.

Section 4 — Electrical Systems, Batteries, Electrical Accessories

- A. The battery must be securely mounted with positive fasteners and brackets. All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.
- B. The battery terminals must be insulated, and the battery enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.
- C. One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver seat, in a location that is easily accessible from outside the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch.

Section 5 — Exhaust, Muffler and Sound Reduction Devices

- A. The exhaust flow must be parallel to the ground. Exhaust systems that direct the flow toward the ground will not be permitted.
- B. All exhaust systems/headers must end with a collector.
- C. Tri-Y headers will not be permitted.
- D. Several tracks have a locally enforced decibel rule, which preempts any particular muffler rule. Some tracks may have a maximum sound level rule of 95 decibels at 100 feet. This rule will be enforced by local government agencies.
- E. If a decibel rule is in place, then the decibel rule must be met, regardless of the specified muffler application.

Section 6 — Ignition Boxes, Traction Control, Radios & Transmission Devices

- A. The following ignition boxes will not be permitted for use
 - a. MSD 6530
 - b. MSD 65303
 - c. MSD Digital Programmable 6AL-2
 - d. Fast Ignition 307222
- B. Any device that changes or has the ability to change the ignition advance is not permitted.
- C. All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted.
- D. Adjustable ping control devices, dial a chip controls, timing controls, and/or automated throttle controls will not be permitted.
- E. Adjustable restrictor plates will not be permitted.
- F. Remote control components of any type will not be permitted.
- G. Radios and/or devices for transmitting voice and/or data will not be permitted.
- H. Data acquisition systems will not be permitted.

Section 7 — Chassis and Frame

- A. Chassis
 - a. The minimum wheelbase will be 103"-inches with a maximum wheelbase of 105"-inches.
 - b. Frames fabricated using square tubing must be a minimum of 2"-inches x 2"-inches or approved rectangular magnetic steel with a minimum material thickness of .083"-inches.
 - c. Frames fabricated using round tubing must be a minimum of 1.75" Outside Diameter magnetic steel tubing, 4130 Chrome Moly or DOM with a minimum material thickness of .083"-inches.
 - d. Rear bumpers that are stubbed may only extend a maximum of 8"-inches beyond the frame. Any stubbed rear bumper that extends further than the maximum of 8"-inches must be formed and directed 8"-inches toward the front of the car.
 - e. External rub rails will not be permitted.
 - f. All cars must be equipped with a tow hook and/or strap for the purpose of towing.
 - g. All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.
 - h. Any frame built on or after January 1, 2006, must have the builder's unique serial number plate prominently attached to the left side roll cage upright. The plate must be welded in place. All characters on the plate must be a minimum of ½"-inch in height and the serial number must not exceed 8 characters.

- B. Roll Cage
 - a. All cars must have a roll cage fabricated from a minimum of 1-1/2" outside diameter with .065"-inch thick seamless magnetic steel tubing.
 - b. The side roll bars and/or door bars must extend into the door panels.
 - c. A minimum of three (3) 1-1/2" outside diameter bars .065"-inch in thickness must be utilized on the left side of the car in the door area.
 - d. Any of the bars that are utilized for the top portion of the roll cage, including, but not limited to the front and rear hoops, the top hoop, and the uprights must extend a minimum of 1"-inch above the driver's helmet.
 - e. All new frames and/or roll cages built on or after January 1st, 2006 an additional vertical side brace is required on the left side in vertical alignment with the steering wheel.
- C. Weight and Ballast
 - a. The total weight of the car with the driver will be:
 - i. A minimum of 2,300 lbs. as weighed on the track scales for a car with a 602 Chevrolet Performance Engine.
 - ii. A minimum of 2,400 lbs. as weighed on the track scales for a car with a 604 Chevrolet Performance Engine.
 - b. Additional added weight(s) up to 50 lbs. must be positively fastened by two 2½-inch, minimum grade 5 bolts with a minimum of two (2) weight clamps. Threaded rods will not be permitted. All weights must be painted white and clearly labeled with the car number on them.
 - c. Additional 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 additional weight attachments.
 - f. Additional added weight(s) attached to the rear bumper and/or outside the frame will not be permitted.
 - g. Any car that loses any weight/ballast during an event may be subject to a penalty.
 - h. Pellet-type and/or liquid-type weight/ballast will not be permitted.
 - i. Driver-operated weight adjustment, 'weight jacking' devices will not be permitted.
 - j. The scale(s) used for the event, provided by the series or the track will be considered the official scales for the event.
 - k. Scale(s) will be available for all teams to verify their car weight and determine the scale weight.
 - l. In the event of a car not meeting the required overall weight, Officials may allow a car to re-weigh up to (2) two additional times by removing the car from the scale(s) and repeating the weighing procedure. If a car is allowed to re-weigh the overall weight of the car recorded during the final weighing procedure will be the "official" weight of the car.

Section 8 — Body

- A. Overall Appearance
 - a. The car must be neat in appearance and must display the car number on the front nose and the rear fuel cell. The minimum height for the number will be 6"-inches.
 - b. The car must have legible numbers on each side and on the roof a minimum of 18"-inches high.
- B. General Body
 - a. The nosepiece must match the body style of the make and manufacturer of the car and be the same as the make and manufacturer of the motor (GM, Ford, Mopar).
 - b. All cars must have a minimum half-inch (1/2") and a maximum of one (1) -inch radius at the top of fenders, doors, and quarter panels. Sharp edge(s) will not be permitted.

- c. The floorboards and firewall must completely cover the driver's area with no openings.
- d. Fins and/or lips of any type will not be permitted anywhere along the entire length of the car.
- e. The bodyline must be a smooth even line from front to rear.
- f. Wedge shape cars and/or body styles will not be permitted.
- g. "Belly pans" or any type of enclosure on the bottom of the car will not be permitted. A skid plate to protect the oil pan is permitted. A maximum 1/8" skid plate will be permitted.
- h. Wings and/or tunnels and/or any type of air deflection device will not be permitted underneath the body and/or chassis of the car.
- i. A maximum of one (1) stone deflector, 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 is designed to protect with a maximum size of 18" x18" and only mounted from the upper right frame rail to the lower right frame rail.
- j. Panels of any type under the rear deck running from the front to the rear of the car will not be permitted.
- k. Bodies that are non-approved will be assessed a weight penalty. The minimum weight penalty will be as follows; 25 lbs. per inch of the infraction.
- l. Any style air cleaner scoop used must be positioned in front of/or around the air cleaner and must not exceed 1"-inch in height above any part of the air cleaner. Any type of flange and/or air deflection device and/or fin that is designed to direct airflow will not be permitted.
- m. The top edge, measured from the ground, of the rear quarter, door, and front fender to the point where the fender flare attaches must be a straight line, within one inch on both sides of the car.

C. Nosepiece

- a. Only approved nosepieces will be permitted. A list of approved manufacturers and part numbers for competition in World of Outlaw Late Model and DIRTcar competition follows:
 - i. Dominator
 - ii. MD3 – Performance Bodies
 - iii. ARP Air Speed nose
 - iv. Five-Star MD3 type
 - v. Performance Bodies/Five Star MD3 2015
 - vi. Performance Bodies / Five Star 2016 Evolution
 - vii. Performance Bodies / Five Star 2019 Evolution 2
- b. Approved nose assemblies must be installed per the manufacturer's instructions. All nose assemblies must meet the maximum/minimum dimensions, shall maintain manufacture appearance, and not be altered.
- c. Front nose assemblies, not meeting the maximum/minimum dimensions, at the series discretion, may be permitted to compete as a "non-conforming" nose with a minimum of 50 additional pounds mounted in front of the motor plate. At series discretion, the degree of non-compliance may require additional weight and/or placement of penalty weight in front of the radiator.
- d. All nosepieces must be made of molded type material.
- e. Nose filler panel shall be flat across to entire surface, dishing or raising prohibited
- f. Two-piece noses must be positively fastened together in the center. Spacers added to gain width will not be permitted.
- g. The nosepiece must be mounted in a manner that does not alter its original shape.
- h. Alteration and/or additions may not be made to this area other than cooling holes as follows. A maximum of three two-inch holes may be drilled into the nose for the sole purpose of airflow for engine cooling purposes. No ducts of any type will be allowed.

- i. The nosepiece can extend a maximum of fifty-three inches (53") from the center of the front hub to the farthest point extending forward.
 - j. The nosepiece must display a headlight decal package. A one-race grace period, running contrasting color tape in the shape of a headlight will be permitted.
 - k. Right Side Nose Height Rule – The maximum height from the ground to the top of the nose splitter shall be 15 inches.
 - l. Front nose must be mounted in the center of the car.
- D. Roof
- a. The roof length from front to back must be a minimum of 44"-inches with a maximum of 54" inches.
 - b. The roof width from side to side must be a minimum of 48"-inches to a maximum of 52"-inches.
 - c. The roof must be stock appearing and be mounted level to the body.
 - d. The minimum height of the roof will be 45"-inches with a maximum height of 48"-inches.
 - e. The roof must be mounted parallel to the body and near the center of the car as viewed from the front of the car.
 - f. A maximum 1-1/2" roll, turned downward will be permitted along the front edge of the roof. A maximum 1"-inch roll, turned downward, will be permitted along the rear edge of the roof. These modifications will be permitted to improve the strength of the roof. Any other modifications to the roof will not be permitted.
 - g. Flat and/or odd-shaped roofs will not be permitted. Bellied and hollowed roofs will not be permitted.
 - h. Sun/anti-glare shields may not be used.
 - i. A maximum of two (2) roof edge bead rolls of a maximum height of 1/2"-inch the length of the roof will be permitted.
 - j. The roof posts and spoiler support(s) must not overlap.
 - k. The maximum thickness of the roof at any point will be 1/2"-inch.
 - l. The roll cage and associated frame members above the interior panels (decking) must remain open. Enclosures will not be permitted.
- E. Roof Supports and Window Side Panels
- a. All roof side panels must extend to the edge of the body.
 - b. The roof side panel window size must be a minimum of 10"-inches x 15"-inches and must match the drawing number -2- side view. 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.
 - c. The left and right-side window panels must match.
 - d. A maximum bow of two (2")-inches outward on the window side panels as viewed from behind will be permitted.
 - e. The front roof supports must extend forward to the rear of the hood. The front roof supports may be a maximum of 4"-inches wide. The left and right front roof supports must match.
- F. Front Fenders, Fender Flares, and Hood
- a. The hood must be level and flat from the left to the right side of the car.
 - b. The front fenders can be a maximum of 2 inches from left to right.
 - c. The outside edges of the hood and/or the fender must remain inside the overall bodyline.
 - d. The front fender may be a maximum of 37"-inches in height, measured vertically from the ground to the top of the fender behind the front tires and at the right front fender and door "T-bar" location.
 - e. The front fender flares must be made of plastic and must not alter the original shape of the nose piece.

- f. The front fender flares must not extend beyond the front tires more than 1"-inch per side to a maximum width, edge-to-edge, of 90"-inches in width with the wheels pointed straight.
 - g. The front fender flares must be flat across the entire width of the car. Front fender flairs must not extend, bubble, or rise more than four inches (4") at any point of the front fenders and/or hood.
 - h. The front fender flares must have collapsible supports.
 - i. All cars must have FULL FENDER TOPS.
- G. Doors
- a. The door-to-door measurement must not exceed 76"-inches in width at the top of the doors.
 - b. The door-to-door measurement must not exceed 90"-inches in width when measured at the bottom of the doors in the center of the car.
 - c. The doors must not exceed 37"-inches in height when measured from the ground to the top of the door. The measurement from the rear of the top deck to the highest point of the right front fender must be a straight line that must be within 1 inch when a straight edge or string is installed on the racecar the entire surface of the body must be within 1 inch of the plane.
 - d. The door sides may not break inward from the top 76"-inches and bottom 90"-inch measurements. Hollow and/or belled doors will not be permitted.
 - e. The minimum ground clearance will be 3"-inches.
- H. Quarter Panels
- a. The maximum distance from the center of the rear hub to the top quarter of the panel is 54"-inches.
 - b. The quarter panels must not exceed 76"-inches in width at any point as measured at the top of the panels.
 - c. The rear deck must taper in a symmetrical manner from the center of the rear hub to the rear spoiler with a minimum width of 72"-inches and a maximum width of 76"-inches.
 - d. The maximum width for the quarter panels measured from outside to outside measured 19"-inches from the ground and/or at the bottom of the quarter panel will be 82"-inches.
 - e. Any breaks and/or bends formed in the sides of the quarter panel that moves the panel toward the center of the car will not be permitted. Hollow and/or bellied panels will not be permitted.
 - f. The maximum distance from the center of the rear hub to the rear trailing edge of the quarter panel will be 49"-inches.
 - g. A minimum of 2"-inches of tire clearance between the tire and the body will be required.
 - h. Skirting that extends behind the rear quarter panel will not be permitted.
 - i. Left rear quarter panels must extend downward from the deck a minimum of 33"-inches and a maximum of 36"-inches including plastic when measured at the front and rear of the quarter panel. The right rear quarter panel must extend downward from the deck 27"-inches without plastic or 31"-inches with plastic when measured front to rear.
 - j. Deck height will be measured at the nose piece splitter at a max height of 15"-inches from the ground to the top. Deck height will be measured at 39"-inches from the top of the rear deck to the ground.
- I. Spoilers, Spoiler Braces and Spoiler Supports
- a. Only aluminum and/or Lexan and/or Lexan-type rear spoilers will be permitted.
 - b. The maximum overall height of the rear spoiler will be 8"-inches. The maximum width of the rear spoiler, including braces and/or supports, is 72"-inches.
 - c. The rear spoiler must begin at the deck and extend 8-1/4"-inches from that point. Mounting hardware, hinges, etc. will be included in the 8-1/4" inch measurement. Suspending the spoiler to create a wing-type device will not be permitted.
 - d. The rear spoiler must begin at the rearmost point of the quarter panels.

- e. Only three spoiler braces/supports will be permitted. The front edge of the spoiler brace/support must be in line with the spoiler.
- f. The outside spoiler supports must not be mounted any wider than the top of the quarter panel(s) and must be centered on the rear deck.
- g. In the event that an aluminum angle is used to brace the upper edge of the spoiler, the angle must not add to the height and/or length of the spoiler in any way.

J. Interior

- a. The interior of the cockpit must be a minimum of 11"-inches below the top of the roof and/or roll cage, measured perpendicular to the ground from the bottom of the roof to the cockpit deck. Roof rolls are not part of the measurement.
- b. The side window opening(s) must be 15"-inches from the top of the door to the bottom of the roof.
- c. Support bars that block the right window from the driver exiting the cockpit will not be permitted.
- d. A rock guard (Lexan screen) can be no higher than 4"-inches and no farther back than the front edge of the right-side headrest.
- e. If the interior deck drops, the drop must begin at the rear of the engine plate with a maximum of 4"-inches and must not drop below 4 inches at the rear of the hood. The start of the dropped interior must remain closed as a part of the firewall. The entire width must be closed off with sheet metal.
- f. The interior must gradually taper up to the quarter panel height and must be level for a minimum of 20"-inches from the rear of the quarter panel and deck.

K. Driver Compartment

- a. A full metal firewall fabricated from magnetic steel and/or aluminum must encompass the driver's compartment from front to rear, on both sides and floorboards.
- b. All cars must be equipped with a quick-release type steering wheel that is a full circle.
- c. Mirrors of any type will not be permitted.
- d. Radios and/or electronic and/or data communication devices will not be permitted.
- e. Any edge and/or sheet metal end in and around the driver compartment must be protected with trim and/or beading and rounded. Sharp and protruding edges will not be permitted.
- f. A substantial rock guard with a minimum of three (3) additional roll bars must be mounted in front of the driver. The rock guard must be made from a wire screen. Windshield screens must be a minimum of .090-inches and must be securely fastened.
- g. Cockpit adjustable components with the exception of brake bias adjusters will not be permitted. Adjusters of any type, including but not limited to adjustable shocks, hydraulic or pneumatic weight jacks, trackers, ignition boxes, or similar adjustable components will not be permitted inside the cockpit of the car or within reach of the seated driver.

L. Body Skew

- a. The measurement of the left rear quarter panel from the center of the hub to the rear of the quarter panel should not exceed 54"-inches. Measuring 72"-inches from the left rear quarter panel to the right rear quarter panel, then 96"-inches forward along the right side door, the diagonal measurement from that point to the top of the left rear quarter panel should not exceed 118"-inches.
- b. If the hood is dropped, the deck must remain flat. If the hood remains flat, a drop of the deck will be allowed. The maximum drop will be 2"-inches. If the interior is dropped, the hood and fenders must remain flat behind the air cleaner. Plastic quarter panels will be allowed on the right side of the car only. Plastic quarter panels will not be permitted on the left side of the car.

Section 9 — Brakes, Brake Components, Wheel Hub

- A. Brake calipers must be manufactured of aluminum.
- B. The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.
- C. Brake rotors must be manufactured of magnetic or stainless steel.
- D. Brake rotors must be used as produced by the brake rotor manufacturer.
- E. Wheel hubs must be manufactured of aluminum or magnesium.
- F. Wheel hubs must be used as produced by the wheel hub manufacturer.
- G. The combined weight of the wheel hub, wheel bearings and seal, spindle nut and washers, brake rotor and attaching hardware, the axle cap, and the wheel spacer must not exceed 27 pounds.

Section 10 — Suspension, Suspension Components, Springs, Shocks and Steering

- A. General
 - a. Rear suspension designs and applications are constantly evolving. Although the intent of the rear suspension rules are an attempt to accommodate the majority of suspension and suspension 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 and/or suspension component must be communicated to and approved by the Series Director before being used in competition.
 - b. Rear suspension must utilize either coil or leaf springs.
 - c. 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. Front Suspension
 - a. All cars must utilize independent front coil spring suspension consisting of (1) one right and (1) one left lower control arm, (1) one right and (1) one left upper control arm, (1) right and (1) one left spindle, (1) one right and (1) left shock, and (1) one right and (1) one left spring/spring stack.
 - i. Lower control arms must be fabricated using magnetic mild steel or 4130 chrome-moly tubing.
 - ii. Lower control arms may be of the "A" frame design with (2) two inner pivots or the Ford design with (1) one inner pivot and a strut rod to secure the control arm fore and aft movement. The strut rod may be mounted either forward or rearward of the control arm.
 - iii. All lower control arm frame mounts must be welded to the applicable frame rail. (The right lower control arm mounts must be welded to the right side frame rail and the left lower control arm mounts must be welded to the left side frame rail.) This procedure applies to the Ford style including the strut rod as well.
 - iv. Lower control arm mounts, (inner pivot points) must remain to the outside of the front frame centerline for the respective side.
 - v. The frame mounts for the lower control arm inner pivots may be adjustable by (2) two methods
 - (1) A series of single round holes
 - (2) A machined slot that will accept a steel "slug" with a single round mounting hole(s).
 - vi. Both methods of mounting must produce a secure non-moveable mount when assembled and tightened.
 - vii. Upper control arms must be fabricated using magnetic mild steel or 4130 chrome-moly tubing.

- viii. Upper control arms may be either the “A” frame type design with or without a shaft or the individual tube type with individual inner pivot mounts.
 - ix. All upper control arm frame mounts must be welded to the applicable frame rail. (The right upper control arm mounts must be welded to the right side frame rail and the left upper control arm mounts must be welded to the left side frame rail.)
 - x. The frame mounts for the upper control arm inner pivots may be adjustable by optional methods including but not limited to:
 - (1) A series of single round holes
 - (2) A machined slot that will accept a steel “slug” with a single round mounting hole(s).
 - (3) A machined slot with a capture eccentric (cam) type adjuster
 - xi. All methods of mounting must produce a secure non-moveable mount when assembled and tightened.
 - xii. Spindles must be fabricated or forged using magnetic mild steel.
 - xiii. If separate, spindle steering arms must be welded to the spindle.
 - xiv. Steering arms must remain below the spindle pin.
 - xv. Spindles must connect to the upper and the lower control arms by utilizing ball joints, mono-balls, or spherical rod ends.
- C. Axle Housing, Rear Differential
- a. The axle housing must be of the “closed-tube” design utilizing “full floating” magnetic steel axle shafts.
 - b. The center section of the axle housing must be manufactured of either aluminum or magnesium.
 - c. Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic, heavy materials will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.
 - d. Axle tube, including axle tube sleeves, donuts, or added parts may not exceed (3) three inches O.D. (outside diameter) at any point from the center section to the hub.
- D. Rear Suspension Frame Mounts
- a. 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.
 - b. The only materials used to fabricate frame suspension mounts that will be permitted are magnetic steel or aluminum.
 - c. Frame suspension mounts may be either a single or double shear configuration for mounting suspension components.
 - d. Single shear frame suspension mounts must be a minimum of 1/4 inch in thickness. Double shear frame suspension mounts must be a minimum of 3/16-inch thickness on both sides of the mount.
 - e. All frame suspension mount component mounting holes must be round and sized correctly for the fastener being used. Clearance between the fastener and the mounting hole must not exceed the next fractional drill size. Example: 1/2-inch fastener, 33/64-inch mounting hole.
- E. Axle Housing Mounts
- a. Only one (1) axle-housing mount per side will be permitted.
 - b. The only materials used to fabricate axle housing mounts (birdcages) that will be permitted are aluminum or magnetic mild steel. Axle housing mounts fabricated of exotic, heavy materials will not be permitted.

- c. When fabricating axle housing mounts, detail must be paid to functionality. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible.
 - d. Axle housing mounts may be a solid (welded) type or a floating type (birdcage) design.
 - 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. Mounts for suspension attaching (radius) rods must be an integral part of the axle-housing mount. The mounts may be either a single or double shear configuration. When using a single shear configuration, a minimum thickness of 1/4 inch for magnetic steel or 1/2 inch for aluminum is required. When using a double shear configuration, a minimum thickness of 3/16"-inch for magnetic steel or 1/4"-inch for aluminum is required. The dynamic movement of any mount other than a rotating and pivoting movement as a result of suspension travel will not be permitted.
 - g. Unless otherwise authorized by the Series Director, the mounting of any component(s) other than suspension attaching (radius) rods or shocks will not be permitted on the axle housing mounts.
- F. Rear Suspension Attaching (Radius) Rods
- a. A maximum of two (2) attaching (radius) rods per side will be permitted.
 - b. The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum
 - c. Attaching (radius) rods may be solid or tubular material. The material may be round or hexagon in shape.
 - d. Spherical rod ends, or steel clevises must be used at the end of each rod for pivoting, static length adjustment, and mounting. Bushings of any type will not be permitted.
 - e. The final assembled attaching (radius) rod must not have the capability to change length dynamically by any means or devices.
 - f. Spherical rod end sizes may be a minimum of a 5/8-inch rod end body with a 1/2-inch bearing to a maximum of a 3/4-inch rod end body with a 3/4-inch bearing.
 - g. In all applications, the correct size fastener must be used when mounting the spherical rod end to a bracket (example: 1/2-inch fastener must be used with a 1/2-inch bearing and mounting hole). Metal step spacers will be permitted to reduce the hole size of the spherical rod end bearing.
 - h. Attaching (radius) rods must mount directly to the frame suspension mount at the forward end and to the axle-housing mount at the rearward end.
 - i. All rear suspension fasteners must be magnetic steel with a minimum diameter of 1/2 inch. The use of grade 8 fasteners is highly recommended. All fasteners must be correctly sized for the component and application of use.
 - j. When rear suspension assembly is completed, the attaching (radius) rods must have a minimum of eight (8) inches between the pivots at both the frame suspension mount and the rear axle-housing mount.
- G. Rear Travel Limiter
- a. One (1) droop limiter chain per side will be permitted.
 - b. The droop limiting chain may incorporate bump stops and/or springs

- c. The droop limiting chain must attach to a collar or bearing type mount on the rear axle tube and to the frame assembly directly above the lower mount. Chains to the rear axle mount (birdcage) will not be permitted.
 - d. Droop limiting chains must be mounted so when taunt they are as close to verticle as possible.
- H. Torque Control Devices
- a. Lift arm assemblies and pull bars will be permitted.
 - b. Only one (1) torque control device may be used.
 - c. Lift arms must attach to the axle housing using a mounting configuration that prevents any movement between the lift arm and the rear axle housing. A gusset or brace bar to prohibit side-to-side flex will be permitted.
 - d. The forward end of the lift arm may use a spring over shock assembly (5th coil), a spring or bushing, and a limiting chain.
 - e. Pull bars may be adjustable on both ends; however, the adjustments must remain fixed during competition. Adjustors within reach of the driver will not be permitted. No hydraulic or pneumatic pull bars will be permitted.
- I. Springs
- a. The front suspension must use magnetic steel coil springs
 - b. The rear suspension may use coil or leaf springs. The coil springs must be magnetic steel. Leaf springs may be either magnetic steel or a composite material
 - c. Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.
 - d. Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.
 - e. Other than spring dampening by the shock absorber, hydraulic, pneumatic, and/or electronically controlled adjusting devices (static or dynamic) that affect spring preload or race car heights will not be permitted.
- J. Shock Absorbers
- a. DIRTcar Racing will impose a \$200 per shock claim and exchange if not a labeled "Approved" shock.
 - i. Promoter, Driver, and/or DIRTcar Officials have the right to claim any shock absorber. If the claim is refused, all points and money earned from that event will be forfeited. Additional penalties may be assessed.
 - ii. Only 2022 DIRTcar Members in good standing may be eligible to present a claim.
 - iii. To be eligible to place a claim, any competitor must also finish within the top five (5) positions in the event.
 - iv. Track Rule (please check with your track for this requirement: DIRTcar Approved A and B shock absorbers are eligible for competition.
 - b. All shock absorbers must display the "DIRTcar Approved" decal and/or "DIRTcar Approved" marking on the body of the shock absorber to be permitted to compete.
 - c. Shocks are intended to dampen and help control spring frequencies in both the compression and rebound motions. The amount of force applied to move the shock piston and shaft assembly may be varied with the option of shock "builds" however the piston and shaft assembly must have the ability to move in both directions.
 - d. Mono-tube, single-piston, nitrogen gas-charged shocks will be permitted. All shocks must utilize mechanical oil controls, such as spring shim(s), drum and disc(s), check ball and spring, needle, and seat for internal and external shock adjustments. Magnetic and/or electro-magnetic controls are not permitted.
 - e. Remote reservoirs/Canister shocks and Pneumatic (AIR) shocks are NOT permitted.

- f. Shock adjustments while the vehicle is in motion will not be permitted.
- g. Shocks and shock components may only be manufactured from steel or aluminum.
- h. Rotating parts will not be permitted inside or mounted to the shock absorber. Inertia/gyro-style shocks are not permitted.
- i. Thru-rod shocks will not be permitted.
- j. Unless otherwise authorized, all shocks must be mounted as close to vertical as possible.
- k. Approved shock locations are as follows:
 - l. One (1) shock will be permitted at each front wheel.
 - m. One (1) shock will be permitted at the right rear wheel
 - n. Two (2) shocks will be permitted at the left rear wheel. When using only one (1) shock at the left rear wheel, the shock must be mounted behind the rear axle tube. When two (2) shocks are used at the left rear wheel, one (1) shock must be mounted behind the rear axle tube and the second shock must be mounted on top of or forward of the rear axle tube.
 - o. One (1) shock will be permitted mid-ship at the front of the lift arm assembly.
 - p. One (1) braking shock will be permitted. The shock must be mounted within three (3) inches of the centerline of the rear axle center section. This shock must be mounted horizontally.
 - q. Prior to introduction into the competition, a new design shock absorber must be submitted to World Racing Group / World of Outlaws Officials for approval. Shock absorber manufacturers may be required to provide a board of components for inspection and display.
- K. Steering Components
 - a. Only one power steering pump will be allowed.

Section 11 — Steering Components, Wheels and Tires

- A. Steering Components
 - a. Only one power steering pump allowed. Electronic steering and/or electronic steering components will not be permitted.
- B. Wheels
 - a. Only aluminum wheels will be permitted for competition.
 - b. The wheels must be mounted to the hubs utilizing lug nuts. "Knock off" and/or single-type wheel mounting systems will not be permitted.
 - c. The maximum wheel width that will be permitted is 14"-inches.
 - d. The combined weight of the wheel, wheel hardware, wheel disc and fasteners, and tire must not exceed 40 pounds*. *The maximum combined weight in this rule is based upon current tire rules and may need to be adjusted in the event of an alternate tire.
 - e. The maximum front track width will be 90"-inches and the maximum rear track width will be 88"-inches, measured from the outside edge of the tire to the outside edge of the tire.
 - f. Only approved wheel discs will be permitted. Approved wheel discs are wheel discs that are fastened to the wheel using a minimum of three (3), 1/4 or 5/16-inch diameter magnetic steel hex head bolts. The use of wheel discs with any other type of fastener will not be permitted.
 - g. Only aluminum wheel spacers will be permitted.
 - h. Wheel/Air Bleeders are not allowed anywhere on the car.
- C. Tires
 - a. Only the Hoosier LM40 tire will be permitted for competition.
 - b. The maximum size for any tire in competition is 11"-inches x 29"-inches x 15"-inches, unless otherwise specified and made known to all competitors.
 - c. The maximum outside circumference of the tire will be 93"-inches, unless otherwise specified and made known to all competitors.

- d. The maximum width of the tires measured from the outside edge(s) of the sidewalls across the face of the tire will be 16 ¾"-inches. There will be a tire hoop used for inspection and the tire must pass through the tire hoop freely, without any manipulation or outside contact.
- e. The tire rule for any event may be amended from time to time and will be made known to all competitors.
- f. Tires changes will not be permitted once a car has been presented to the starting grid/lineup area for the feature race. Any cars making a tire change will forfeit their assigned starting position for that particular race and start from the rear of the field.
- g. Chemical alterations, vulcanizing, tire softening, defacing, and/or altering the face of the tire lettering and/or tire stamping will not be permitted. Chemicals or tire softening is not permitted at any time. Tires may be inspected at any time. Any violation with any tire presented for competition may result in immediate disqualification from the events and/or other penalties including but not limited to; loss of money, fine, loss of points, and/or suspension.

Section 12 — Personal Safety Equipment

A. General

- a. Each competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.
- b. Different safety regulations may be in place depending on the local and/or state government rules and/or laws and/or regulations in the specific location of the racetrack. Helmet and seatbelt dates and/or specified equipment requirements, worn, utilized, and/or otherwise may be different than specified in the rulebook. Contact your local track officials for more information regarding this.
- c. Each division section will cover the General and Specific Safety and Personal Protection minimum requirements. All participants are solely responsible to meet the requirements in the specific division.
- d. Only SFI 45.1 roll bar padding may be used. Knee, steering pads, and/or additional padding may be utilized.
- e. All teams should have an easily accessible fire extinguisher or its equivalent in the team's pit area.

B. Seat Belts and Restraint Systems

- a. Each car must be equipped with a minimum of an SFI 16.1 or SFI 16.5 approved restraint system. The restraint system will be eligible for use in competition until the expiration date or for 2 years from the date of manufacture. Seat belt restraint systems shall be installed and used in accordance with the manufacturer's instructions.
- b. In any type of manufacturer's installation, the fasteners must be as supplied by the manufacturer.
- c. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.

C. Protective Clothing

- a. All drivers will be required to wear a fire-resistant driving uniform meeting the minimum of the SFI 3.2A/5 specifications and display a valid SFI 3.2A/5 label on the outside of the uniform.
- b. Drivers must wear gloves at all times they are on track. Driver's gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.

- c. Drivers must wear shoes that meet the minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

D. Seats

- a. All current seats must be full containment type constructed of aluminum or approved carbon fiber and must adhere to the general design specifications of SFI 39.2 seat construction standards. Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
- b. Carbon fiber seats must have a current valid SFI 39.2 certification.
- c. SFI 39.2 seat compliance is recommended for the World of Outlaws Late Models, Super DIRTcar Series, 358 Modifieds and DIRTcar Late Models, DIRTcar Pro Late Models, UMP Modifieds, UMP Pro Modifieds, NE Sportsman.
- d. Up fitting a current seat with bolt-on kits will be permitted with a seat manufacturer-produced kit and an acceptable base seat approved by the seat manufacturer. Components must include a comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance with seat manufacturer's instructions. Combining components may not meet SFI 39.2 Certification.
- e. Seats must be used as supplied and installed following instructions provided by the seat manufacturer.
- f. If the left-side head surround is 7"-inches or less when measured from the back of the headrest, then a left-side head net meeting the SFI 37.1 must be installed with a quick-release latch. A minimum left side head surround of 4"-inches is required.

E. Helmets

- a. All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2018, Snell EA 2016, Snell SA 2015, Snell SA 2020, a valid SFI 31.1/2015 label, and/or a valid SFI 31.1/2020 label.

F. Head and Neck Restraints

- a. Drivers, at all times they are on the track, must have their helmets correctly (following manufacturer's installation and use instructions) connected to an approved head and neck restraint.
- b. The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label.

G. Fire Suppression

- a. Required for DIRTcar Late Models, Super DIRTcar Series, DIRTcar Big Block Modifieds, DIRTcar 358 Modified, DIRTcar NE Sportsman and DIRTcar NE Pro Stocks. It is recommended for all other divisions.
- b. All racecars shall be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT-approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and has a minimum of two (2) thermally activated discharge nozzles.
- c. All systems must meet or exceed SFI 17.1 specifications.
- d. Systems must be fully charged with ten (10) lbs. of DuPont FE-36, 3M NOVEC 1230, FireBull, or 4Fire and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that are beyond useful certification date must be inspected, serviced, and re-labeled by the manufacturer.
- e. Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete. For systems with one activation point, the activation point may be mounted in the cockpit or rear of the car close to the fuel cell.

- f. The cylinder must be connected to the nozzles with steel or steel-reinforced lines.
- g. Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle located in the driver cockpit area.
- h. An optional manual override cable is recommended for two (2) thermal automatic nozzle systems but is mandatory for systems with one (1) activation point.

Section 13 — Electronics, Gauges, and Dash Modules

- A. Two-way communication devices in and/or attached to the race vehicle or on the driver's person will not be permitted.
- B. Cellular, satellite, and wi-fi, devices in and/or attached to the race vehicle or on the driver's person will not be permitted (Including cell phones and/or smart watches).
- C. Antennas will not be permitted in and/or attached to the race vehicle or carried by the driver.
- D. All forms of a vehicle position systems will not be permitted. (GPS)
- E. Only approved lap timing and or lap time recording devices (transponders) will be permitted.
- F. Gauges to monitor engine conditions are permitted but will be limited to the following;
 - a. Oil Pressure
 - b. Oil Temperature
 - c. Engine Coolant Pressure
 - d. Engine Coolant Temperature
 - e. Fuel Pressure
 - f. Battery Voltage
 - g. Engine RPM
- G. All electronic gauges whether analog or digital, except tachometers, will only be permitted to have one (1) input from the respective gauge sensor. Output from the gauges will not be permitted. Tachometers will be permitted to record engine RPM for recall and playback.
- H. When an electronic dash module is used in lieu of individual gages, only the inputs as described above for individual gauges will be permitted. All other input channels must be disabled and blocked off from usage. Only engine RPM may be recorded. Wiring to the electronic dash module must be accessible and removable for ease of inspection.
- I. All additional wiring harnesses related to electronic dash modules or any other type of data acquisition must be completely removed from the race vehicle during an event.

Section 14 — Miscellaneous

- A. Cars will not be permitted to make a qualifying attempt without passing technical inspection. All cars must be available for inspection prior to the time of the driver's meeting. Following the driver's meeting, covers of any type on the racecar will not be permitted.
- B. All cars may be subject to technical inspection at any time.
- C. Full or partial car covers will be permitted only when there is inclement weather.
- D. It is recommended that all teams have a fire extinguisher in the rear of their transporter. The fire extinguisher is recommended to be a minimum of 2.5 gallons FFF type chemical and/or equivalent.
- E. All drivers are required to have a one-way radio. The one-way radio must be working and active prior to any 'on-track' activity. Two-way radios, crew-member to the driver, and/or any other means of electronic communication, other than the one-way radio, will not be permitted.
- F. No cameras and/or video recorders and/or photographic recording equipment may be mounted below the deck.

Section 15 — Series Decal and Patches

- A. All participants will be required to display decals as provided on the decal verification sheet prior to entering into competition. If any required decal is not displayed loss of any awarded money will be the penalty.
- B. Contingency and sponsorship awards, any team participating must meet the requirements of the award(s) such as decals, patches, product use, and verification. There will be a written deadline presented to the teams for each element to be in place for the award requirements.

Section 16 — Drawings

Chapter 4 – Rules Bulletins