



**2022 Allstar Performance
DIRTcar Late Model
Challenge Series Handbook**

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SECTION 1: Allstar Performance Challenge Series Rules & Regulations

1. Membership & Competitor Info

- A. Must be in good standing with DIRTcar and World Racing Group to participate in all Challenge Series events. Any suspensions in other WRG series will be upheld by Challenge Series.
- B. Challenge Series memberships must be purchased to compete in any series events in 2022. Membership is \$300/season or \$50/event.
- C. 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.

2. Conduct

- A. All participants agree to act in a professional manner as determined by Challenge Series Officials. The professional manner includes, but 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 Challenge Series Officials.
- C. Participants will not be permitted to compete and/or participate while under the influence of any alcoholic beverages and/or illegal substances. If a participant is found to be participating in such a manner an immediate disqualification from the event and immediate removal from the facility.
- D. 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.

- E. As a disciplinary or preventive action, a driver and/or race team may be parked during any Challenge Series 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 to promote the orderly conduct of the event. This can lead to immediate disqualification and immediate removal from a facility if deemed necessary.

3. Series Championship Format

- A. Points will be awarded to drivers based upon their finish in each event per the Challenge Series points structure in Section 2-5 points awarding.
- B. All Challenge Series events during the season will be used to determine the series champion, unless otherwise stated by Challenge Series officials.
- C. A Challenge Series awards recognition will take place after the completion of the season. Challenge Series officials will make date known, most likely at the annual January racing banquet.

4. Penalties & Fines

- A. We are one of the top racing Series in Michigan and expect its members to always conduct themselves in a professional manner 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.
- B. 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.
- C. 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 Challenge Series Officials.

- D. 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 Challenge Series Officials.
- E. Unsportsmanlike conduct or participating in any action or activity considered detrimental to Challenge Series racing 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 the Challenge Series.
- F. 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 Challenge Series Supervisory Officials.
- G. 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 Challenge Series Supervisory Officials.
- H. 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 Challenge Series Supervisory Officials.
- I. 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 Challenge Series Supervisory Officials.
- J. 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 Challenge Series Supervisory Officials.

- K. 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 Challenge Series Supervisory Officials.
- L. 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 Challenge Series Supervisory Officials.
- M. 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 Challenge Series Supervisory Officials.
- N. 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 Challenge Series Supervisory Officials.
- 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 Challenge Series 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 Challenge Series 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 Challenge Series 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 Challenge Series 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 Challenge Series 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.

W. Any Appeal or Protest process will follow standard DIRTcar procedures.

5. Substance Abuse Policy

A. The Challenge Series has a zero-tolerance policy to the misuse and abuse of alcohol and drugs, legal and illegal.

B. Prohibited Substances

- a. 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.

C. Prescriptions and Over-the-Counter Medications

- a. 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.
- b. 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 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.

D. Alcohol

- a. 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.

- E. The Challenge Series can exercise the right to enforce the DIRTcar standard procedure for drug and alcohol testing if reasonable suspicion is detected.

SECTION 2: Race Procedures & Race Day Formats

1. Race Day 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 penalty and fines.

B. Drivers Meeting

- 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

- 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. Challenge Series 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 prior to any Winner's Circle Interview 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 drivers 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 on to 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 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:
 - Qualifying:* The car forfeits the earned qualifying and must start last in a heat race.
 - Heat Race:* Car is penalized for that event but remains eligible for the next qualifying race.
 - Preliminary Mains, B-Main and Feature:* Car and Driver will be scored in the last finishing position of the race.

E. Entry & 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/cutoff time. 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 must be Challenge Series Members in goodstanding to participate in any event draw.
- d. An \$50 entry fee per event will be charged by the Challenge Series at each sanctioned event unless you prepaid \$300 for the season. The entry fee will not include use/rental of the scoring transponder. Transponders must be Westhold Yellow G3, Original Yellow, or Orange Direct Wire.

F. Hot Laps(if applicable)

- 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 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.

G. Qualifying

- a. 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.
- b. 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.
- 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.
- e. If the order is missed the late car will take its qualifying at the end of the scheduled group lineup and receive only one qualifying lap.

- 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 for their group. 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 tie breaker 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 Challenge Series 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.
- k. Any driver attempting an extra qualifying lap during qualifying will forfeit their best time and assume their worst time during their qualifying attempt.

H. 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 number of cars transferring from the heat race(s) will be announced at the drivers 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 LCQ and/or preliminary main.

I. LCQ

- a. The LCQ(s) line up 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 LCQ will be based on the overall car count for the event and announced at the driver's meeting.

J. 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 in which the driver has qualified for. 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.

K. 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 Challenge Series 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.
- 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 Challenge Series 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. In the event that car(s) move to the back of the field or are unable to continue, cars move forward by row and do not 'cross-over' to fill in the

original starting lineup. In the event that two or more cars are missing from the inside or outside line, cars will crossover.

- I. If only one (1) car is involved in a caution on the original start or before one (1) lap is completed, the car that brought out the caution will line up at the rear of the field, and the race will be restarted for the remainder of the field. If multiple cars are involved in a caution on the initial start during any race there will be a complete restart.

L. 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 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. Passing may begin once the leader accelerates.
- g. 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.
- h. 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.
- i. 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.

- j. 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.
- k. If a car is not in a proper nose-to-tail alignment and/or is laying back to create excessive gap between cars, then that car may be penalized. If there are multiple violations, the car may be disqualified from the event.
- l. All restarts will be a Delaware double-file after the completion of the first lap of competition in any race. (Leader out front, 2nd place chooses, 3rd fills, fourth will always be on inside, fifth outside, cars will go opposite position of the car in front of them.)

M. 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. At the discretion of the Series Official any car that intentionally brings out a caution period may be penalized.
- f. 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.

- g. 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.
- h. 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.
- i. 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.
- j. 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 Series Officials.
- k. Any cars going to the work area and reentering 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 reenter the race but will be positioned behind any same lap car that took the 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.
- l. The first car one lap down will receive the free pass, earning one lap back. Free Pass car will always restart at the tail of the field. No free pass will be awarded within the last five laps. Caution cars are not eligible for the Free Pass. Free Pass applies to A-Main Features only.
- m. 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.
- n. 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.

- o. 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.
- p. Hand signals, colored gloves and colored sticks will NOT be permitted to communicate with drivers. Flashlights, anything with electricity and/or two-way radio communication or any electronic communication with drivers will also not be permitted.
- q. 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.
- r. 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 Series Official, then repairs can be made to the contacted vehicle and that car will resume it's running position. The maximum time 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.
- s. 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.
- t. 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.
- u. If at any time you intentionally stop on the racing surface to cause a caution and pull to the work area to change a tire that was not flat, you will be penalized one lap and will not be eligible for the Free Pass for the remainder of the event.

N. Work Area/Hot Pit

- a. When the yellow flag is displayed a two (2) lap period will be permitted for flat tires only. The counting of laps will begin once the lineup is correct. 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.

O. Flag Rules & Official 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 pit by signaling to do so with instruction over the one-way radio. Any car that pits for service during the red flag period will surrender it's running position and have to restart at the rear of the field and/or if the race is cancelled due to inclement weather, the car will be scored behind those cars which did not pit.
- 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; a one-minute warning will be given. Crews must be clear of their car when the one-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 a 2-minute work period will be started. 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.

P. 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 line ups 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.

Q. Standard Race Day Formats – (subject to change per venue)

- a. Qualifying (2 laps)
 - i. Straight Up Qualifying (2 or 3 cars at a time dependent on track length)
- b. Heat Races (10 laps) – Car count determines the number of heats
 - i. 2 Heat Races – All cars transfer to A-Main (Under 25 cars)
 - ii. 3 Heat Races – Top 5 transfer to A-Main (25-35 cars)
 - iii. 4 Heat Races – Top 4 transfer to A-Main (36-45 cars)
 - iv. 5 Heat Races – Top 3 transfer to A-Main (46-60 cars)
 - v. 6 Heat Races – Top 3 transfer to A-Main (+60 cars)
- c. Redraw at tire barn or area announced at drivers meeting
 - i. Heat Race winner draw against each other
 - ii. Heat Race second place draw for next group of starting positions
 - iii. Heat Race third place draws for next group of starting positions (4 or more heats, third does not draw)
 - iv. Heat Race fourth place draws for next group of starting positions (3 or more heats, fourth does not draw)
- d. Last Chance Qualifiers (12 laps)
 - i. 1 LCQ – Top 5 transfer to A-Main (under 45 cars)
 - ii. 2 LCQ – Top 3 transfer to A-Main (45-60 cars)
 - iii. 2 LCQ – Top 2 transfer to A-Main (+60 cars)
- e. Provisionals (1 Series & 1 Track Promotor)
- f. Feature Event (Laps TBD)(Purse TBD)
 - i. Winner to Victory Lane for interviews & pictures after scales
 - ii. Top 5 to scales, please allow winner to cross first
 - iii. All cars subject to post race tech at series officials discretion if needed

2. Scoring Procedures

- A. DIRTcar member track rules, procedure or common practice may deviate from the following posted procedures. The local track rules will apply in areas of conflict and should be confirmed by all participants.
- B. All races are scored at the designated start/finish line.
- C. 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.
- D. 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.
- E. In the event that a yellow and/or red flag is displayed with the checkered flag simultaneously that race is completed. The cars not crossing the finish line will be scored according to their position in their last completed green flag lap.

3. Payoff and Pit Procedures

- 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 seven days after the completed in event.

4. Provisional Starters

- A. Provisional starting positions are rewarded by the Series, Track Promotor, and a co-sanctioning body, if applicable.
- B. 1 provisional starting position will be determined by the Series. This is based on the highest points position driver who has not transferred to the main event in preliminary action. The first two races of the year are based off last season's points.

- C. 1 provisional starting position will be determined by the track promotor where the event is being held. This can be driver chosen by the track promotor by track points, past champions or in some cases a special selection from the promotor.
- D. All Teams wanting to take a provisional must have attempted to compete in at least one preliminary event leading up to the Feature.
- E. Provisional starters tag the rear of the Feature.

5. Points Awarding

- A. Points will be awarded by the schedule of points below.

<u>Finish</u>	<u>Pts</u>
1st	80
2nd	75
3rd	70
4th	65
5th	60
6th	55
7th	53
8th	51
9th	49
10th	47
11th	45
12th	44
13th	43
14th	42
15th	41
16th	40
17th	39
18th	38
19th	37
20th	36
21st	35
22nd	34
23rd	33
24th	32
25th	31

LCQ: 30 points per position for competitors that do not transfer to A-Main.

No bonus points are awarded for higher car counts or other circumstances.

6. Contingency Program

- A. A contingency program at the discretion of the series can take place in a season and will be announced at the start of the season.
- B. The program can include fast time awards, hard charger, rookie and decal placement on cars.
- C. A detailed outline of this must be posted by series officials before the season and at all events.

SECTION 3: Technical Rules

1 - Electrical Systems, Batteries and 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.

2 – Exhaust System

- 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. Several tracks have a locally enforced decibel rule, which preempt 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.
- D. If a decibel rule is in place, then the decibel rule must be met, regardless of the specified muffler application.

3 - Ignition Boxes, Traction Control, Radios & Transmission Devices

- A. Becoming effective in 2021, the following ignition boxes will not be permitted for use
 - a. MSD 6530
 - b. MSD 65303
 - c. MSD Digital Programmable 6AL-2
- 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.

4 - Tires

A. Tire Rules

- a. Only the Hoosier LM30 and LM40 tires will be permitted for competition. The LM40 may be used on the Right Rear only. LM30 can be used on any corner of the car. Siping and grooving is allowed.
- b. Only approved tires will be permitted for use in competition.
- c. 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.
- d. The maximum outside circumference of the tire will be 93"-inches, unless otherwise specified and made known to all competitors.
- e. The maximum width of the tires measured from the outside edge(s) of the sidewalls across the face of the tire will be 16 $\frac{3}{4}$ "-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.
- f. The tire rule for any event may be amended from time to time and will be made known to all competitors.

g. Tires changes will not be permitted once a car has been presented to the starting grid/lineup area for any 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.

h. 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.

5 -PPE (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 minimum of an SFI 16.1 or SFI 16.5 approved restraint system. Restraint system will be eligible for use in competition until the expiration date or for 2years from the date of manufacture. Seat belt restraint systems shall be installed and used in accordance with 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 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 8860-2010, FIA 8860-2018, Snell SA 2015, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label.

F. Head and Neck Restraints

a. Drivers, at all times they are on the track, must have their helmets correctly (following manufacturers 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, FireAde 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. 2 (two) 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.

6 - 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. 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).

B. Antennas will not be permitted in and/or attached to the race vehicle or carried by the driver.

C. All forms of a vehicle position systems will not be permitted. (GPS)

D. Only approved lap timing and or lap time recording devices (transponders) will be permitted.

E. 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

F. 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.

G. 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.

H. All additional wiring harnesses related to electronic dash modules, or any other type of dataacquisition must be completely removed from the race vehicle during an event.

7 - 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 driver and/or any other means of electronic communication, other than the one-way radio, will not be permitted.