



2022 Mars Racing Series Rule & Handbook

A division of DIRTcar Racing



Last Update: October 20, 2021

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INTRODUCTION: We would like to thank you for choosing to compete during the 2022 race season with the Mars Racing Series. This handbook was made to help keep everyone safe and be able to have competitive racing events in the confines of Mars Racing Series rules and procedures. We thrive on making it a enjoyable racing experience for drivers, crews, and fans.

SERIES HISTORY: The Mars Racing Series will enter its 23nd year of existence in 2022.

SECTION 1: Mars Racing Series Rules & Regulations

1. Membership & Competitor Info

- A. Must be in good standing with DIRTcar and World Racing Group to participate in all Mars Racing Series events. Any suspensions in other WRG series will be upheld by Mars Racing Series.
- B. Mars Racing Series memberships must be purchased to compete in all series events in 2021. See series officials for details if planning to run for series title.
- 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 Mars Racing 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 Mars Racing 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 Mars 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 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 feature event per the Mars Racing Series points structure in Section 2-5 points awarding.
- B. All Mars Racing Series events during the season will be used to determine the series champion, unless otherwise stated by Mars officials.
- C. A Mars Championship awards recognition will take place after the completion of the season. Mars officials will make date known, most likely at the annual January DIRTcar Racing banquet in Springfield, IL.

4. Penalties & Fines

- A. We are one of the top Racing Series in North America 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 regardless of their DIRTcar Membership Status.
- 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 World Racing Group Supervisory 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 World Racing Group Supervisory Officials.
- E. 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.
- 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 World Racing Group 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 World Racing Group 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 World Racing Group 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 World Racing Group 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 World Racing Group 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 World Racing Group 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 World Racing Group 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 World Racing Group 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 World Racing Group Supervisory Officials.
- O. 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.
- P. 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.
- Q. 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.
- R. 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.

- S. 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.

- T. 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.

- U. 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.

- V. 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.

- W. 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.

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

5. Substance Abuse Policy

A. The Mars Racing Series has a zero-tolerance policy to the misuse and abuse or 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 Mars Racing 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. Mars Racing 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. 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 DIRTcar & Mars Racing Series Members in good standing to participate in any event draw.
- d. An entry fee per event will be charged by the Mars Racing Series at each sanctioned event. The entry fee may or may not include use/rental of the scoring transponder. *(Each event will vary on transponder fees)*

F. 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 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. 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 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 Mars Racing 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 LCS and/or preliminary main.
- I. B-Main
- a. The B-Main(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 B-Main 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 Mars Racing 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 Mars Racing 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, Mars Racing 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 double-file after the completion of the first lap of competition in any race, until 5 laps to go in the feature event. (Leader out front, 2nd place chooses, 3rd fills, 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 the and/or Mars Racing 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. 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.
- m. 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.

- n. 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.
- o. Hand signals, colored gloves and colored sticks will be permitted during the use of communication with drivers. Flashlights, anything with electricity and/or two-way radio communication or any electronic communication with drivers will not be permitted.
- p. 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.
- q. 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 Mars Racing 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.
- r. 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.
- s. 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.
- t. 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 EZ 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; 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.

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. A & B Group Qualifying – (over 28 cars)
 - ii. Straight Up Qualifying – (under 28 cars)
 - iii. Transponders on LF
 - iv. Overall Fast Qualifier on front stretch before opening ceremonies.
- b. Heat Races (10 laps) – Car count determines the number of heats
 - i. 3 Heat Races – Top 5 transfer to A-Main (Top 5 scale) (-28 cars)
 - ii. 4 Heat Races – Top 4 transfer to A-Main (Top 4 scale) (28-49 cars)
 - iii. 6 Heat Races – Top 3 transfer to A-Main (Top 3 scale) (50+ cars)
 - iv. Heat Race Winners stop in infield for TV interview
- c. Redraw on front stretch (conducted by Mars Announcer & Official)
 - i. Heat Race Runner Ups Draw 4-6 or 5-8
 - ii. Heat Race Winners Draw 1-3 or 1-4
 - iii. (If more than 4 heats only winners redraw)
- d. B-Mains (12 laps) – Car count determines the number of B-Mains
 - i. 1 B-Main – Top 5 transfer to A-Main (Top 5 to scale) (-30 cars)
 - ii. 2 B-Mains – Top 2 transfer to A-Main (Top 2 to scale) (30+cars)
- e. 2 Provisionals (1 Mars & 1 Track Promotor)
- f. Feature Event (Laps TBD)(Purse TBD)
 - i. Top 3 finishers to front stretch for Victory Lane interviews & pictures
 - ii. Top 5 to scales
 - 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.

4. Provisional Starters

- A. Provisional starting positions are rewarded by the Mars Racing Series & Track Promotor.
- B. 1 provisional starting position will be determined by Mars Racing Series. This is based on the highest points position driver who has not transferred to the main event in preliminary action. (those drivers competing in 50% of previous events and top 10 in points must be considered first). The first three races of the year are based off last season's points & attendance.

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

B-Main: 1 point drop per position with minimum of 10 points.

Show Up Points: 10 points rewarded for show up- if do not make qualifying, retire before completion of event, or rain out/event cancelation.

- B. 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 – Engines & Drive Train

- A. Only conventional type V-8 engines with the cam in the block will be permitted. Cubic inch displacement is optional.
- B. All engines must be based on a manufactured, factory design.
- C. Aluminum or steel blocks will be permitted.
- D. All engines must be normally aspirated with a single conventional-type four (4) barrel carburetor.
- E. The engine must have an operating self-starting mechanism.
- F. Only one distributor or magneto will be permitted. Cylinder designated individual coil systems will not be permitted.
- G. A maximum of 25 ½"-inches from the center of the ball joint to the front of the motor plate/engine bell housing flange will be permitted.
- H. Only two (2) valves and one (1) spark plug will be permitted per cylinder.

I. In the event that there are new engine components and/or a new engine configuration. they must be submitted per the World Racing Group submission requests prior to being introduced into competition.

J. An approved carburetor roll-over plate that prevents fuel spillage in case of a roll over is highly recommended.

a. Carburetors with plate(s) will be mandated at a future date to be announced.

b. Currently approved roll over plate approved as followed,

i. Willy's Carb & Dyno shop LLC. Part # WCD4000SB

ii. Willy's Carb & Dyno shop LLC. Part # WCD4002

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 engine running.

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) drive shaft 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. Independent rear suspensions will not be permitted.

c. Full floating aluminum hubs with "wide 5" wheel bolt pattern must be used.

d. The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle tubes.

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

f. 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.

2 - 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.

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 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 racing gasoline or alcohol will be permitted for competition. Nitrous oxide, nitro-methane and/or propylene oxide will not be permitted.

I. Competitors must be prepared to drain fuel from the fuel cell for inspection.

J. Mechanical fuel pumps must be used. Fuel pumps must be engine mounted. Fuel pumps may be camshaft actuated or belt driven. Electric pumps, primary and/or secondary, pressure systems, and additional reservoirs will not be permitted.

3 - 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.

4 – 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.

5 - 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

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.

6 - Chassis and Frame

A. Chassis

- a. The minimum wheel base 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 1st, 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. Driver Side Intrusion Place

a. A minimum 1/8" (.125") thick magnetic steel intrusion plate on the driver's side door bars is mandatory.

b. Approved installations:

i. Welded plates- Individual plates between door bars are permitted but must be weld around the perimeter of each opening. Minimum area covered is 16inches by 26 inches.

ii. A minimum of 16" x 26" plate bolted to fabricated 1/8" (.125") magnetic steel tabs, welded securely to the chassis, using a minimum of eight (8) x 3/8" Allen button head bolts. A minimum of three (3) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolts required across top of the intrusion plate, a minimum of three (3) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolts required across the bottom of the plate, and one (1) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolt in each in the middle front and middle rear of intrusion plate.

iii. A minimum of 16" x 26" plate bolted to a minimum of six (6) approved-design door bar clamps using the included 12 x 1/2" Allen button head bolts per the manufacturer's specification. A minimum of three (3) approved-design door bar clamps and the included six (6) x 1/2" Allen button head bolts required across top of the intrusion plate and three (3) approved-design door bar clamps and included six (6) x 1/2" Allen button head bolts required across bottom of intrusion plate. Vendor and part number must be clearly labeled on part.

iv. Current approved-design door bar clamps (as of December 1, 2018) – in order of submission:

1. Bicknell Racing Products – Part Number: BRP 954
2. Wehrs Machine & Racing Products – Part Number: WM397
3. Allstar Performance – Part Number: ALL4198
4. (no other manufacturer has submitted a design for approval at this time)

D. Weight and Ballast

a. The total weight of the car with the driver will be:

i. A minimum of 2,350 lbs. as weighed on the track scales for a car with any engine block.

- ii. There will be a 1-pound per lap burn off for feature events only. (Does not apply to DIRTcar sanctioned events)
- 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 it.
- 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 its 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.

7 - 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 Mars Racing Series and DIRTcar UMP 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, degree on non-compliance may require additional weight and/or placement of penalty weight in front of 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 move 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 maximum of 36"-inches including plastic when measured at the front and rear of quarter panel. 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 top of 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 rear most 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 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 head rest.
- 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 fire wall. 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 floor boards.
- 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 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.

8 - 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.

9 - 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. DIRTcar Tire Rules

- a. Only the Hoosier LM20, LM30S and LM40 tires will be permitted for competition. The weekly sanctioned track has the option of all 20s; all 30s; or all 40s. There is a right rear option of 20/30/40 (track may limit option to one, two or all three). Siping and grooving is allowed.

Events at Eldora Speedway and others as announced prohibit grooving and siping on any tire. Refer to specific event bulletin for details.

- 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.

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.

d. In regard to swing arm and/or Z-Link suspension, these suspension types are permitted. The shock on a swing arm or z-link rear suspension may mount to the bird cage or bottom radius rod. Top and bottom solid links must be mounted on hiems and run in the opposite direction of the bird cage.

e. Bump sticks are not allowed anywhere on the car.

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 thightened.

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 center section to 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 is 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. 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 (does not apply to DIRTcar sanctioned events)

- a. A vertical travel limiting chain must be installed on the left rear of the car from the left rear axle housing to the frame. The travel limiting chain must attach to a clamp bracket (bearing type mount recommended) on the left rear axle tube between the birdcage and the edge of the left rear bell of the axle housing, and to the left rear frame directly above the chain mount on the rear axle. Must be mounted straight up and down. Travel limiting chains must be installed so that when taunt they are as close to vertical as possible. One compliance device may be used. The compliance device must not be more than (1) one inch thick (without a load applied) and remain completely open and visible. Compliance devices can be rubber or any like material but must not be installed in any type of a canister. Springs, spring loaded, and/or pneumatic

devices will not be permitted. No tapered, beveled or roller skate style of compliance rubber will be allowed. Must be solid material, same diameter top to bottom, not hollowed or drilled to soften material.

b. The travel limiting chain including the compliance rubber must be installed so that when the car is jacked up from the rear the chain assembly is tight (no slack). The travel limiting chain is subject to inspection at any time during the Event at the discretion of the Officials, including but not limited to, qualifying, heat races, Last Chance Showdowns and the Feature. For inspection purposes the left rear tire pressure will be adjusted to (6) six psi. Cars will be jacked up on the under-slung frame rail between the center of the rear axle and the Panhard bar mount. The left rear under-slung rail must be located between the left rear birdcage and the edge of the left rear axle housing bell. If a chassis is not of the under-slung design, then the car will be jacked up on the left rear frame rail closest to the Panhard bar mount. Cars will be jacked up until a .040-inch shim will slide between the left rear tire and the ground. Once the car is jacked up as described a vertical measurement will be taken from the ground to top trailing edge of the rear deck bar, (6) six inches inboard of the left rear quarter panel outer edge. The measurement must not exceed 50-1/2 inches. (Cars without a left rear underslung must not exceed 49 1/2"-inches

c. Penalties for failing this rule:

i. These penalties will be enforced on all Qualifying, Heats, Preliminary and Feature events:

1. 1/16"-inch – 1"-inch (50 9/16"-inch to 51 1/2"-inch) – Post qualifying penalty will result in 1 row penalty in the heat race. Heat, LCS & Feature penalty will be 3 positions in that event.
2. 1 1/16"-inch -2"-inch (51 9/16"-inch – 52 1/2"-inch) – Post qualifying penalty will result in a 2 row penalty in the heat race. Heat, LCS & Feature penalty will be 5 positions in that event.
3. Over 2 1/16"-inch (52 9/16"-inch and over) Post qualifying penalty will result in the driver tagging the tail of the heat race. Heat, LCS & Feature penalty will be being scored last in the event.
4. Any post qualifying penalty will result include the car and driver not being eligible for the feature redraw.

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. Coil springs may be used individually or stacked.

J. Shock Absorbers

a. 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.

b. 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. Remote nitrogen gas reservoirs will be permitted. The remote reservoirs may contain a compression adjustor. Adjustments described above are the only shock adjustments that will be permitted.

c. Shock adjustments while the vehicle is in motion will not be permitted.

d. Shocks and shock components may only be manufactured from steel or aluminum.

e. Rotating parts will not be permitted inside or mounted to the shock absorber. Inertia/gyro style shocks are not permitted.

f. Thru-rod shocks will not be permitted.

g. Unless otherwise authorized, all shocks must be mounted as close to vertical as possible.

h. Approved shock locations are as follows:

i. One (1) shock will be permitted at each front wheel

ii. One (1) shock will be permitted at the right rear wheel

iii. 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.

iv. One (1) shock will be permitted mid-ship at the front of the lift arm assembly.

v. One (1) braking shock will be permitted. The shock must be mounted within three (3) inches of the center line of the rear axle center section. This shock must be mounted horizontally.

i. Prior to introduction into competition a new design shock absorber must be submitted to World Racing Group / DIRTcar / Mars Racing Series Officials for approval. Shock absorber manufacturers may be required to provide a board of components for inspection and display.

j. Air shocks are permitted.

11 -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 2 years 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.

12 - 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.

13 - 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.

F. Seven (7) days prior to any scheduled and/or sanctioned one (1) day Mars Racing Series event paying less than \$20,000-to-win race teams will not be permitted to rent, test and or attend any practice session(s) at the scheduled track. Any race team and/or driver in violation will be given one (1) lap of qualifying and the best the qualifying position that will be earned is 50% + 1 of the entered cars for that event.

G. No cameras and/or video recorders and/or photographic recording equipment may mounted below the deck.

14 - Series Decals

A. All participants will be required to display decals as provided on the decal verification sheet prior to entering competition. If any required decal is not displayed loss of any awarded money will be the penalty.

B. The Mars Racing Series decal (minimum of 60 square inches) and Contingency decals (minimum of 28 square inches) shall be visible and are required on both sides of the car for all cars participating in the event in order to receive cash awards or product awards, no exceptions. Series decal location is at the base of the front a-post on the door panel (front fender above wheel well). Contingency decals will be located on the lower 3rd of the door panels above the skirt (12 inches above the skirt). Overflow location being the rear quarter panel lower third. (See Graphic in Chapter 3 Section 16). If incorporating into wraps, No alteration or size adjustments may be made to the decals or logos. Minimum size requirements must be met. Mandatory series logo placement on all full time LMS team, driver websites and social channels.

C. The Mars Racing Series logo must be placed as high as possible on either the right or left front of the upper chest area of the driver's uniform. The Mars Racing Series brand logo must be placed as high as possible on both sleeves of the driver's uniform. (See Graphic in Chapter 3 Section 16). Driver must display the Mars Racing Series logo on their uniform or receive a deduction of points at the discretion of the Series Director.

D. 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 prior to the start of each season for each element to be in

place for the award requirements. If it is an existing program, it will roll over from the prior season and the program will begin at the first race of the season.

E. The Mars Racing Series Officials may refuse to allow a participant to compete in an event if it is determined at their discretion that any advertising and/or sponsorship or similar agreement is detrimental to the sport, the Mars Racing Series, the event promoter, the World Racing Group for any reason, including the image of the sport.

F. Unless instructed to do otherwise the top three (3) finishers from the Feature, after being weighted, must proceed directly to victory lane and participate in all victory lane activities, including, but not limited to, top 3 photos, media interviews, victory lane photos, etc. Failure to comply will result in a minimum fine. Any extenuating circumstances will be considered.

G. Failure to comply with any of the above rules may result in a loss of Point Fund monies, purse monies and/or any other penalty as deemed necessary by World Racing Group and/or Mars Racing Series Officials.