

# 2018 Rules

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**DIRT KINGS**  
**LATE MODEL TOUR**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. Dirt Kings Tour officials shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions. No expressed or implied warranty of safety shall result from such alteration of specifications.

**Any interpretation or deviation of these rules is left to the discretion of the Dirt Kings Tour officials. Their decision is final.**

## DRIVER SAFETY

- All drivers will be required to wear a fire resistant driving uniform meeting minimum of the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
- Drivers must wear gloves at all times they are on track, during practice and competition.
- Gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.
- A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is required to be worn during on track competition.
- Head and neck restraints are required - neck collar of any type does not satisfy this requirement.
- Driver seat with padded shoulder and head supports on both the left and right side are recommended. Full containment seats are highly recommended.
- Fire extinguisher within easy reach of the driver or thermally activated extinguisher system is required.

## ENGINES

### WISSOTA

- 362 cubic inch maximum
- Cast-iron block
- Engine must meet specifications of current WISSOTA Rule Book

### WDLMA SPEC

- SPEC engines shall be available for inspection at any time
- Any engine meeting the following guidelines shall be defined as a "SPEC" engine
  - Block must be steel, max. bore of 4.060, 362 CID max
  - No big bore short stroke engines allowed
  - No titanium or aluminum crankshaft & rods allowed
  - No undercut or scalloped crankshafts allowed.
  - 1" inspection plug required in the oil pan.
    - Plug must be in-line with a crankshaft journal & cannot be obstructed by the windage tray. Plug should be accessible with the engine installed in the racecar.

- Heads - Brodix 11SPX-SUPR,
- Valves - No titanium valves 5/16 or 11/32 valves only
- Intake - Brodix HV1000
- SUPR logos must be un-altered in all cases in both heads & intake.
- Pistons & Compression: 10.9:1 must use flat top pistons, zero deck.
- Intake ports may be matched to Fel-Pro 1206 gasket refer to SUPR rule book for more information

#### OPEN ENGINE COMBINATIONS

- Any engine not designated WISSOTA, SPEC or IMCA
- Aluminum blocks engines must run 50 lbs in front of the motor plate (Steel blocks are exempt)
- Additional weight and restrictor plate may be added at half mile tracks

#### IMCA Engine

- Engines must meet IMCA specs
- Stud girdles will be allowed
- Any engine not in strict compliance will be deemed an Open Motor (see above)

#### Carburetor

- Single 4-barrel carburetor for all engines

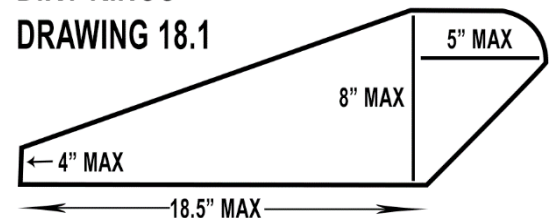
#### WEIGHT AND SET BACK

- **WISSOTA** - 2300 lbs, 10" max set back / 29 ½" ball joint to motor plate.
- **Open Motor** - 2350 lbs\*\*, 6" max set back / 25 ½" ball joint to motor plate.  
Under 370 cubic inches, 10" max set back / 29 ½" ball joint to motor plate.
- **IMCA Engine** - 2250 lbs, 10" max set back / 29 ½" ball joint to motor plate.
- **WDLMA Spec** - 2250 lbs, 10" max set back / 29 ½" ball joint to motor plate.

#### SPOILER & DECK HEIGHT

- All cars will run max 8" spoiler
- Rear spoiler material maximum eight-inch (8") height measured from deck to tip of material. Maximum seventy-two inch (72") width.
- Spoiler side boards must meet measurements from Dirt Kings Drawing 18.1
- Maximum Deck Height for all cars is 38" measured from the center of the deck straight down. +/- 1 inch at the quarter panels
- Must meet measurements before any on track event.
- We reserve the right to measure after decompression and rebound of shocks.

**DIRT KINGS  
DRAWING 18.1**



#### BODY & CHASSIS

- Any UMP, World of Outlaws, WISSOTA or Lucas Oil legal combination allowed unless specifically excluded within these rules

- The roof must be mounted parallel to interior deck and near center of the car.
- Fenders and hood must be level and flat from left to right side of car.
- Fenders are not permitted to gain height from rear to front of car.
- Door to door cannot exceed seventy-seven inches (77") in width at the top of the doors.
- Door to door cannot exceed eighty-two inches (82") in width at the bottom in the center of the car.
- The B/C post/rear window panels must be the same right & left side. If they are not closed they must have a minimum of 2½ inches of aluminum on all sides.
- Window openings must be the same size on both the left and right sides. They must be in the same location and orientation on both the left and right sides.
- All cars must utilize standard size spoiler side boards with 3-4" between sail panel and spoiler side boards.
- Spoiler boards must both be closed.
- No tolerance on deck and/or spoiler height being over limit

### WEIGH-IN PROCEDURE

- Finishing positions noted below will weigh at scales immediately after event. Failure to weigh after events means disqualification for that event. Dirt Kings Tour scales are the official scales.
  - Heat races - top 3 positions
  - B-Main - top 3 positions
  - A-Main - top 5 positions

### ADDED WEIGHT

- Weights up to 50 lbs must be fastened by two (2) ½-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.
- Any/all added weight(s) must be securely attached to the frame below the body decking.
- Frame is defined as the steel welded structure only.
- Any part that moves or is not a fixed component to the steel frame structure may not be used for any weight attachment.
- Any car that loses any weight/ballast during an event may be subject to a penalty.
- Weights attached to the rear bumper and/or outside the frame will not be permitted.
- No tungsten or inferior metal is allowed anywhere on or in the car.

### TRACTION CONTROL

- 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.
- Adjustable ping control devices, dial a chip controls, timing controls and/or automated throttle controls will not be permitted.
- Adjustable restrictor plates will not be permitted.
- Remote control components of any-type will not be permitted.
- Radios and/or devices for transmitting voice and/or data will not be permitted.
- Data acquisition systems will not be permitted.
- Ignition boxes, wiring or other electronic components may be removed, tested, impounded or confiscated to allow adequate testing.

## WHEELBASE

- The minimum average wheelbase permitted will be 103 inches (to check turn steering wheel until left side measures 103" - do not touch wheel and check right side - it should measure 103" minimum).

## SPRINGS AND SHOCKS

- **Dirt Kings Tour expressly reserves the right to limit or prohibit shocks, springs or suspension components on the grounds of cost containment.**
- **No Air Shocks**
- All suspension springs must be steel alloy, NO titanium or composite springs will be allowed.
- Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
  - The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.
  - Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- No cross connected shocks are allowed.
  - The only external connection allowed to the damper is a single hose to a single remote canister with the option of a compression adjuster in the canister.
  - Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- No "Rod-Through" designs are allowed.
  - "Rod-Through" shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.
- No Inerters are allowed
  - No rotating parts inside the damper.
  - No Inerter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices not permitted.
- No electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers. No portion of the racecar including and not limited to shocks and spring components or chassis components may have the ability to communicate transfer/transmit/receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device/phone/computer/tablet/iPad or a mechanical remote device.
- Any new chassis, or suspension design or component must be approved by series officials.
- Springs must be made of steel. Torsion bars are not allowed in rear.
- Coil springs must be steel. Leaf springs may be composite or steel.
- Shock Locations
  - Only one shock per wheel is permitted at the left front, right front, right rear corners.
  - Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket.
  - One 5th coil shock permitted.
  - One 90/10 optional shock may be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within 3" of the centerline of the rear ends center section.
- Drop chain (limiting chain) is permitted. Must mount vertically between frame and a clamp bracket.

- Bump stops and/or bump springs are permitted.
- Suspension covers are not allowed. Rear covers on racecar are not allowed outside of your pit area. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.
- A swing arm and/or Z Link suspension is permitted as long as the top and bottom solid links are mounted on heims and run in the opposite directions of the bird cage. The shock on a swing arm or Z Link 25 rear suspension may mount to the bird cage or the bottom radius rod.

## SUSPENSION COMPONENTS

- Any new chassis, or suspension design or component must be approved by series officials.
- **Dirt Kings Tour reserves the right to limit parts designed to add excess weight.**
- Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted.
- Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. ie: Floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.
- Bolted components must match the correct bolt size with the hole (for instance 3/8 bolts in a 1/2 inch hole will be deemed illegal) and be torqued to a min of 40 foot pounds per inch.
- Rear Suspension Mounts.
  - Single shear mounts must be 1/4" minimum steel and/or 1/2" minimum aluminum.
  - Double shear mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum.
  - Shear mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only.
  - Double shear mount must be no wider than 4 inches with a minimum 1/2" inch grade 8 bolt with steel or aluminum spacers only.
- Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.
- Lift Arm & Pull Bar
  - Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
  - Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shock spring coil over combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
  - 6th coil or braking spring assemblies are permitted, must be in front of 5th coil shock.
  - Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).
- Radius Rods
  - All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock type radius rods are permitted.
  - Radius Rods must be a minimum of 1" diameter OD. Rods can be round, square, or hex shaped. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness.
  - Heim joints must be a minimum 5/8, and a maximum 3/4" steel heim. No rubber bushings.

- ONLY Two (2) radius rods per side.
  - Radius rods must be spaced on the frame a minimum of 6"
  - Radius rods must be spaced on the birdcage a minimum of 6" and a maximum of 12"
  - Measurements will be made from center of each radius rod bolt.
- Birdcages
  - Birdcages may consist of multiple barrels but must bolt or weld together to work as single barrel birdcage.
  - Limited one birdcage (1) per side.
  - Shock(s) and radius rods must mount to the birdcage.
  - Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the birdcage must be bolted or welded solid.
  - Exotic or extra heavy birdcages are prohibited.

### REMOTE CONTROL SUSPENSION DEVICES

- NO "in-cockpit driver controlled" suspension devices permitted. NO weight jacks of any kind permitted (This includes fifth [5th]coils, etc.) ANY driver using "in-cockpit driver controlled" suspension devices or weight jacks will be disqualified from the event.

### TIRES

- The tire rule will be as follows:
  - The W30S tire (WISSOTA 30 tire) will be allowed on all four corners of the car.
  - The M30S tire (UMP 30 tire) will be allowed on all four corners of the car.
  - The W70 tire (WISSOTA tire) will be allowed on the right rear.
  - The SPEC or WISSOTA WRS I & II D55 tire will be allowed on all four corners of the car.
  - Any combination of the above mentioned tires will be allowed.
  - Grooving, siping, and grinding of tires is allowed.
- Tire soaking/ treatment is illegal.
  - The Dirt Kings Tour will confiscate any tire that we find that has been treated.
  - Tire testing will be done at the discretion of the Dirt Kings Tour officials, refusal to allow testing to be completed will result in disqualification, including loss of points and pay for the entire event, without exceptions.
  - Testing will be conducted on tires used by the top five finishers during the current event only - selection of tire is at Dirt Kings Tour discretion.
  - Tire testing may include use of a durometer, sniffer, and sample evaluation by Blue Ridge Labs.
  - Prior to removal of a tire sample for testing by Blue Ridge Labs the competitor will sign a release stating that he understands:
    - The test will be performed by Blue Ridge Laboratory and if the sample is found to not conform with benchmark tire specifications they will be disqualified.
    - Additionally, Dirt Kings Tour cannot be sued, litigated, or challenged based on the result and procedure, nor will Dirt Kings Tour overturn the findings of the lab test.
    - The lab test will prevail as the final ruling in the tire inspection process.
    - If the competitor chooses not to sign the waiver they will be disqualified for refusing inspection.
  - When samples are to be sent to Blue Ridge Labs the competitor will use his own tool to remove four (4) sample strips from the tread of the tire 1-2" long

- The sample will be placed by the competitor into a vile and then the vile will be sealed.
- The sealed vile will be placed into an evidence bag and signed, dated and numbered by the competitor and inspector.
- The witnessing Dirt Kings Tour official will send the sample to Blue Ridge Labs for testing.
- Blue Ridge will test the sample in comparison to a sample provided to them by the tire manufacturer.
- Blue Ridge will declare the tire to conform or not conform with the benchmark sample from the manufacturer.
- If the sample conforms to the benchmark the competitor will be declared within the series rules.
- If the sample does not conform to the benchmark the competitor will be found in violation of the series rules and will be disqualified.
- The competitor's pay will be held until testing is complete and found to conform with benchmark tire specifications.
- If the tire does not conform to benchmark tire specifications, competitor will forfeit event pay and competitor must pay \$500 cash for each tire that did not conform before participating in any Dirt Kings Tour sanctioned event.
- If the tire does not conform with benchmark tire specifications points will not be awarded to competitor for that event.

#### TARPS, DRAPES AND COVERS

- The use of tarps, drapes or covers of any kind under the car are not permitted. A piece, no larger than 12' x 12", is approved behind the birdcages. Any other attempts to cover or hide any parts or components will not be permitted.

#### WHEELS

- 14 inch rules all the way around.
- Mud covers must be adhered with bolts - Dzus fasteners are prohibited.
- Any competitor who loses a wheel cover while on track will be fined.

#### MUFFLERS

- Competitors must comply with track muffler and noise rules.

#### MISCELLANEOUS

- Designate if car is burning alcohol with letter "A" on window pos or roof on both sides
- No antifreeze
- No 2 way radios
- You may earn points with one car per event. The car you qualify or run in the heat race is the only car you can earn points with.
- Disqualification for any reason and for any rule infraction or unsportsmanlike conduct will be cause for loss of points for that event and may, at Dirt Kings Tour officials' discretion, cause loss of points for entire season.
- Raceceivers are required for every driver



## UNSPORTSMAN-LIKE CONDUCT

- Dirt Kings Tour understands that auto racing is a highly emotional sport but will not tolerate public displays of poor sportsmanship.
  - Anyone who destroys Dirt Kings Tour or race track property,
  - Abuses or threatens (physical or verbal) Dirt Kings Tour officials, or
  - Enters the scoring tower or flag stand and/or stops their car on track to debate a scoring decision is subjecting themselves to forfeiture of all Dirt Kings Tour points for the season and any compensation for the event
  - Blatant incidents of rough driving will be dealt with in a similar fashion.
- Drivers and owners are responsible for the actions of their crews and visitors in their pit area.
- Drivers and owners can be disqualified at any time by the Dirt Kings Tour or by track officials after consultation with Dirt Kings Tour officials.
- Teams WILL conduct themselves in a professional manner.

## CAR NUMBERS

- In addition to number on each side, four-inch numbers must be displayed on the nose of the car.
- Four-inch number must be displayed on the back of the spoiler of the car.
- The minimum legal weight of the car must be displayed on both sides of the windshield posts.

## PENALTIES

- Unless expressly stated above, failure to comply with the rules may result in the forfeiture of all Dirt Kings Tour points for the season and any compensation for the event. All penalties are at the discretion of the Dirt Kings Tour officials.

## DISCLAIMER

- These rules do not establish a written or implied contract of any nature at any time.
- Dirt Kings Late Model Tour reserves the right to modify these rules at any time.
- Dirt Kings Late Model Tour reserves the right deny any competitor entry into any event at any time for any reason.
- Dirt Kings Late Model Tour implicitly denies the right of any competitor to litigate against Dirt Kings Late Model Tour for actions or decisions occurring on or off the track.

## CONTACT

- Email [Dirtkingstour@gmail.com](mailto:Dirtkingstour@gmail.com) for any questions. Not knowing the rules is not an excuse.
- If you have questions please ask them before race day!