



2025 Rules

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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

GENERAL

- 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.
- Each competitor is solely responsible for ensuring they meet and comply with each rule below every time they are on track.
- A master on/off switch located behind the driver's seat is highly recommended

PROTECTIVE CLOTHING

- 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.

HELMETS

- A helmet certified to Snell SA-2018 (SFI 38.1) or newer is required to be worn during on track competition.

HEAD AND NECK RESTRAINTS

- Head and neck restraints are required. A neck collar does not satisfy this requirement.
- The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label.

SEAT BELT/RESTRAINT SYSTEM

- Seats - All seats must be full containment type constructed of aluminum or approved carbon fiber.
 - Seats must meet 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. SFI 39.2 certified full

containment seats have become the minimum industry standard. The 39.2 certification will become mandatory in the future.

- 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 to seat manufacturer instructions.
- Seats must be used as supplied and installed following instructions provided by the seat manufacturer.
- Carbon fiber seats must have a current valid SFI 39.2 certification.
- Each car should be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration two years from the date of manufacturer or stamped date of expiration. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions.

FIRE SUPPRESSION

- Fire extinguisher within easy reach of the driver or thermally activated extinguisher system is required.

INTRUSION PLATES

- Intrusion plates are required on the drivers side. Approved installation options are:
 - Direct Weld - Individual Plates
 - A minimum 1/8" (.125") thick magnetic steel intrusion plate on the driver's side door bars is mandatory. Individual plates between door bars are permitted but must be weld around the perimeter.
 - Welded Tabs/Bolt on Plate
 - Minimum 1/8" (.125") thick magnetic steel intrusion plate measuring a minimum of 16" x 26".
 - Intrusion plate must be 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.
 - Individual Door Bar Clamps/Bolt on plate
 - Minimum 1/8" (.125") thick magnetic steel intrusion plate measuring a minimum of 16" x 26".
 - Intrusion plate must be 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.
- Current approved-design door bar clamps:

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.

Steel Block 370 Motor

- Aluminum or steel heads.
- Cast iron block.
- 370.0 cubic inch maximum.
- Heads must be; Chevrolet-23 degrees, Ford-18/20 degrees, or Mopar-15/18degrees.
- No spread port exhaust patterns.
- Standard bolt patterns only.
- No raised runner heads.
- Crank and rods must be magnetic steel.

IMCA Engine

- Engines must meet IMCA specs.
- Stud girdles will be allowed.

USMTS Style Engine

- Up to 401c.i.

- Must meet all USTMS engine rules.

GM CT525

- Engine must meet all specifications of current WISSOTA Rule Book.
- 8.5" Spoiler is allowed.

GM 604 Crate

- As produced, unmodified GM 604 engine only
- Maximum RPM 6800 with removable rev chip that can be tested.
- 10" spoiler allowed.

OPEN MOTOR COMBINATIONS

- Any engine not otherwise designated in weight and set back section below.
- A restrictor plate of 1.200" is required at all times.
- Additional weight may be added at half mile tracks.

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.
- Steel Block 370 Motor - 2350 lbs, 6" max set back / 25 ½" ball joint to motor plate.
- Open Motor - 2350 lbs, 6" max set back / 25 ½" ball joint to motor plate.
 - 1.200" restrictor plate required at all times.
- IMCA Engine - 2250 lbs, 10" max set back / 29 ½" ball joint to motor plate.
- USMTS Engine - 2350 lbs, 6" max set back / 25 ½" ball joint to motor plate.
- WDLMA Spec - 2250 lbs, 10" max set back / 29 ½" ball joint to motor plate.
- GM CT525 - 2275 lbs, 10" max set back / 29 ½" ball joint to motor plate.
- GM 604 crate motor - 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
- Spoiler side boards for WDLMA Spec Motors are max as shown in Dirt Kings Drawing 18.2 and can have max 10" spoiler blade.
- Maximum Deck Height for all cars is 40" measured from the center of the deck straight down.
- Must meet measurements before any on track event.
- We reserve the right to measure after decompression and rebound of shocks.
- Only three spoiler braces/supports will be permitted. The front edge of the spoiler brace/support must be in line with the spoiler.
- 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.
- 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.

BODY & CHASSIS

GENERAL BODY

- 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.
- The floorboards and firewall must completely cover the driver's area with no openings.
- Fins and/or lips of any type will not be permitted anywhere along the entire length of the car.
- The bodyline must be a smooth even line from front to rear.
- Wedge shape cars and/or body styles will not be permitted.
- "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.
- 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.
- 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.
- Panels of any type under the rear deck running from the front to the rear of the car will not be permitted.
- 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.
- 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.
- 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.

NOSEPIECE

- Only approved nosepieces will be permitted. A list of approved manufacturers and part numbers for competition in Dirt Kings Tour competition follows:
 - Dominator
 - MD3 - Performance Bodies
 - ARP Air Speed nose
 - Five-Star MD3 type
 - Performance Bodies/Five Star MD3 2015
 - Performance Bodies / Five Star 2016 Evolution
 - Performance Bodies / Five Star 2019 Evolution 2
- 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.
- Front nose assemblies, not meeting the maximum/minimum dimensions, at the series discretion, may be permitted to compete as a "non-conforming" nose with a minimum of 50 additional

pounds mounted in front of the motor plate. At series discretion, the degree of non-compliance may require additional weight and/or placement of penalty weight in front of the radiator.

- All nosepieces must be made of molded type material.
- Nose filler panel shall be flat across to entire surface, dishing or raising prohibited
- Two-piece noses must be positively fastened together in the center. Spacers added to gain width will not be permitted.
- The nosepiece must be mounted in a manner that does not alter its original shape.
- 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.
- The nosepiece can extend a maximum of 53" from the center of the front hub to the farthest point extending forward.
- 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.
- Right Side Nose Height Rule - The maximum height from the ground to the top of the nose splitter shall be 15".
- Front nose must be mounted in the center of the car.

ROOF

- The roof length from front to back must be a minimum of 44" with a maximum of 54".
- The roof width from side-to-side must be a minimum of 48" to a maximum of 52".
- The roof must be stock appearing and be mounted level to the body.
- The minimum height of the roof will be 45" with a maximum height of 48".
- The roof must be mounted parallel to the body and near the center of the car as viewed from the front of the car.
- A maximum 1-1/2" roll, turned downward will be permitted along the front edge of the roof. A maximum 1" 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.
- Flat and/or odd-shaped roofs will not be permitted. Bellied and hollowed roofs will not be permitted.
- The roof posts and spoiler support(s) must not overlap.
- The roll cage and associated frame members above the interior panels (decking) must remain open. Enclosures will not be permitted.

ROOF SUPPORTS AND WINDOW SIDE PANELS

- All roof side panels must extend to the edge of the body.
- The roof side panel window size must be a minimum of 10" x 15" . A maximum crown of two 2" will be permitted, measured from the center of a common tangent point on either side of the crown.
- The left and right-side window panels must match.
- A maximum bow of two 2" outward on the window side panels as viewed from behind will be permitted.
- 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.

FRONT FENDERS, FENDER FLARES AND HOOD

- The hood must be level and flat from the left to the right side of the car.
- The front fenders can be a maximum of 2" from left to right.
- The outside edges of the hood and/or the fender must remain inside the overall bodyline.
- The front fender may be a maximum of 37" 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.
- The front fender flares must be made of plastic and must not alter the original shape of the nose piece.
- The front fender flares must not extend beyond the front tires more than 1" per side to a maximum width, edge-to-edge, of 90" in width with the wheels pointed straight.
- 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 4" at any point of the front fenders and/or hood.
- The front fender flares must have collapsible supports.
- All cars must have FULL FENDER TOPS.

DOORS

- The door-to-door measurement must not exceed 76" in width at the top of the doors.
- The door-to-door measurement must not exceed 90" in width when measured at the bottom of the doors in the center of the car.
- The doors must not exceed 37" 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" 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.
- The door sides may not break inward from the top 76" and bottom 90" measurements. Hollow and/or belled doors will not be permitted.
- The minimum ground clearance will be 3".

QUARTER PANELS

- The maximum distance from the center of the rear hub to the top quarter of the panel is 54".
- The quarter panels must not exceed 76" in width at any point as measured at the top of the panels. 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" and a maximum width of 76" .
- The maximum width for the quarter panels measured from outside-to-outside measured 19" from the ground and/or at the bottom of the quarter panel will be 82".
- Any breaks and/or bends formed in the sides of the quarter panel that moves the panel toward the center of the car will not be permitted. Hollow and/or bellied panels will not be permitted.
- The maximum distance from the center of the rear hub to the rear trailing edge of the quarter panel will be 49".
- Skirting that extends behind the rear quarter panel will not be permitted.
- Left rear quarter panels must extend downward from the deck a minimum of 33" and a maximum of 36" including plastic when measured at the front and rear of the quarter panel. The right rear quarter panel must extend downward from the deck 27" without plastic or 31" with plastic when measured front to rear.

INTERIOR

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

BODY SKEW

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

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" (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.
- One air shock will be allowed on the left rear only.
- 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 and must be mounted on the shock.
- Bump sticks are not 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 sheer mounts must be 1/4" minimum steel and/or 1/2" minimum aluminum.
 - Double sheer mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum.
 - Sheer mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only.
 - Double sheer 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.

FUEL CELLS AND FUEL

- All cars must have a fuel cell that is completely enclosed in a container that is a minimum thickness of 20-gauge magnetic steel and/or .060"-inch aluminum.
- Fuel cell cap must be a threaded cap and/or ATL Part # TF751 1/4 Turn Bullet Cap.
- 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.
- Only racing gasoline or alcohol will be permitted for competition. Nitrous oxide, nitro-methane and/or propylene oxide will not be permitted.

TIRES

- The tire rule will be as follows:
 - Hoosier NLMT3, W30S, M30S or SPEC or WISSOTA WRS I & II D55 will be allowed on all locations of the car.
 - Hoosier LM40, NLMT4 or W70 will be allowed on right rear only
 - "W series" NLMT tires will not 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

- Maximum 14" wheels.
- Bleeder valves of any kind are not permitted.
- 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.

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.
- Every car is subject to inspection at any time.
- Required decals must be prominently displayed on both sides of the car. Failure to meet this rule may result in loss of points or prize money.

CONTACT

- Call Jason Shultz at 920-450-6047 or email dirtkingstour@gmail.com for any questions.
- Email dirtkingstour@gmail.com for any questions. Not knowing the rules is not an excuse.
- If you have questions please ask them before race day!