



2017 General Rules and Specifications

**World of Outlaws Craftsman
Late Model Series**

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World of Outlaws Craftsman Late Model Series

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PREFACE

A World Racing Group, World of Outlaws event is a competitive Late Model racing event, which is intended to be conducted and officiated in accordance with the rules herein (the 2017 World of Outlaws Craftsman Late Model Rule Book). These rules provide the guideline for all events. The rulebook may be amended from time-to- time and special rules may be published and/or adjusted at any particular event with the participants receiving prior notification. By participating in these events, all participants agree to comply with these rules and regulations.

The rules are not intended to express or imply the warranty of safety as a result of publication of, or compliance with the rules and regulations as stated herein. The rules are intended to offer a guideline for the conduct and officiating of an event.

The Series Director shall be empowered to permit any reasonable and/or appropriate amendment from any of the specifications and/or procedures herein, or impose any further restriction that in their opinion does not alter minimum acceptable requirements. Revisions to the rules are not intended to express or imply the warranty of safety shall not result from any such deviation or restriction of the specifications, rules and/or procedures. Any interpretation of, deviation from, these rules herein, are left to the discretion of the racing officials and their jurisdiction is final.

Any visible equipment changes and/or performance enhancing changes to previously approved World of Outlaws Craftsman Late Models and/or equipment must be approved in writing prior to introduction into competition by the World of Outlaws Craftsman Late Model officials. World of Outlaws Craftsman Officials reserve the right to immediately determine the legality and use of any equipment that has not received prior written approval for introduction into competition.

It is ultimately the obligation of each participant to ensure their conduct and equipment complies with all of the applicable rules, as they may be amended from time-to-time. The rules are in no way a guarantee against injury and/or death to participants, spectators, officials and/or others.

BOLD- 2017 Rule Modification

1.0 Definition of Terms

The following terms, which appear periodically throughout this Rule Book, have the following meanings:

- A.) **“World Racing Group - WRG”** – The trade name and registered mark of the World Racing Group.
- B.) **“World of Outlaws Craftsman Late Model Series Rule Book”** – The rules in this Rulebook, as they may be amended from time-to-time as provided in Sub-Section 1.1.
- C.) **“World of Outlaws Craftsman Late Model Officials”** – Persons employed by World Racing Group and appointed by World Racing Group to officiate as an employee or independent contractor at an event.
- D.) **“World of Outlaws Craftsman Late Model Supervisory Officials”** – The officers, employees and/or agents of World Racing Group as designated herein and/ or in World Racing Group bulletin. World Racing Group may designate additional ‘Supervisory Officials’ in a bulletin and/or verbally from time-to-time. The World Racing Group, World of Outlaws Supervisory Officials until further notice are as follows:
For All Events:
Tim Christman, World of Outlaws Series Director
Tom Deery, World Racing Group, President,
- E.) **“Member”** – An individual who has been accepted by the World Racing Group as a Member pursuant to the rules and whose membership has not expired, been suspended, cancelled and/or terminated.
- F.) **“Event”** – A World Racing Group sanctioned event. The event includes the race and all ancillary activity leading up to and following the conclusion of the event, including registration/sign-in, inspection (pre and post-race), practice, time trials and/or qualifying and/or participant meetings and it includes events affected by inclement weather and/or postponed dates related thereto.
- G.) **“Promoter”** – The individual, partnership, corporation, joint venture and/or other legal entity that, in connection with the Event, is designated as the “Promoter” in the executed Sanction Agreement for the Event.
- H.) **“Competitor”** – A driver, car owner, crew member and/or any other person (other than a World Racing Group Official) who participates competitively in a World Racing Group sanctioned racing Event. Whenever the words Competitor, driver, car owner, mechanic, team member and/or crew member are used unless the context indicates otherwise, the term used shall be interpreted to include any driver, car owner, crew member and/or other person assigned to or a member of the same racing team.
- I.) **“OEM”** – Original Equipment Manufacturer.
- J.) **“Late Model”** – A specified racing vehicle that fits the specifications set forth in this Rule Book

1.1 World Racing Group Rules

- A.) Effective Date** – The Rules are effective upon the date of publication by the World Racing Group for any division and/or event, regardless of when a Competitor receives actual notice. “Date of Publication” of the Rules or any amendments thereto is the earliest of distribution from World Racing Group headquarters and/or release to the press.
- B.) Amendment** – The World Racing Group rules may only be amended by publication of an amendment in an issue pursuant to the authority of World Racing Group officials. An amendment is effective upon the date of the publication, regardless when a competitor receives the actual notice.
- C.) Applicability** – World Racing Group issues various rulebooks, each of which includes in its title reference to a particular World Racing Group sanctioned series or type of event. The rules in each Rule Book are applicable to the Series and/or type of Event set in the title of that Rule Book.
- D.) Interpretation and Application** – If there is a disagreement or dispute regarding the meaning or application of the rules, the interpretation and application of the Officials at the event will prevail.
- E.) Finality of Interpretation and Application** – The interpretation and application of the Rules by Officials at the event shall be final and non-appealable, except as provided in Section(s) 11 and 12 of the rulebook herein. ALL MEMBERS, INCLUDING COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY WORLD RACING GROUP OFFICIALS AS THE APPLICATION AND INTERPRETATION OF THE RULES ARE NON LITIGABLE, AND THEY COVENANT THAT WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST THE WORLD RACING GROUP OR ANYONE ACTING ON BEHALF OF THE WORLD RACING GROUP, TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS, UNLESS THE OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN A BAD FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE MEMBER, COMPETITOR OR OFFICIAL. IF THE MEMBER, COMPETITOR OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THE COVENANT, THAT MEMBER, COMPETITOR OR OFFICIAL AGREES TO REIMBURSE WORLD RACING GROUP FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY’S FEES. EACH MEMBER, COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST WORLD RACING GROUP FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION.
- F.) Principal Rule of Interpretation and Application** – The rules are intended to ensure that sanctioned events are conducted in a manner that is as fair as possible for all competitors, consistent with prompt finality in competition

results. On occasion, circumstances will be presented that are either unforeseen and/or otherwise extraordinary, in which strict Racing Group rules may not achieve this goal. In such rare circumstances, the Officials, as a practical matter, may make a determination regarding the conduct of an event, the eligibility of a Competitor or similar matters that are not contemplated by or are inconsistent with the World Racing Group rules, in order to achieve this goal. From time-to-time in particular rules, Official Entry Blanks, Bulletins and elsewhere, World Racing Group may use the term “EIRI” meaning “Except in Rare Instances” to indicate the likelihood that such a determination may be made.

- G.) Special Rules** – Special rules may be made by the World Racing Group Officials for an event. Such special rules shall apply to the conduct of the event if they are published or announced prior to or during the event by means of Bulletin, newsletter, telephone, fax and/or pre-race meeting.

Section 2 - Membership

2.1 Membership Eligibility

- A.) Eligibility** – World Racing Group may, but is not required to accept as a Member, any individual or business entity interested in Late Model racing so long as the individual entity has properly and truthfully filed a World Racing Group application, has agreed to abide by the rules and paid the required fee as prescribed for membership as a part of the World of Outlaws Craftsman Late Model Series.
- a.) At any time once a Membership has been approved, the Member by receiving and accepting the Membership Package has agreed to remain a Member in good standing.
 - b.) Any Membership may be terminated involuntarily and/or suspended and/or voluntarily terminated.
 - c.) The Membership will also expire each calendar year on the final day of the year – December 31
 - d.) Any expiring and/or new member is required to complete the required application for Membership acceptance in the new calendar year beginning on January 1.
- B.) Competitive Eligibility** –
- a.) All drivers competing in on-track activity at any event, including but not limited to practice, time trials, qualifying races and/ or the race/feature, must sign a participant waiver form at the designated registration area prior to any on track participation in any World Racing Group sanction event.
 - b.) As a Member, Member agrees that all decisions of World of Outlaws Series race officials, or track officials, regarding the interpretation and application of the WORLD OF OUTLAWS rules, regulations and the scoring of positions (race day decisions), shall be non-litigable. Any disputes regarding the interpretation and application of the WORLD OF OUTLAWS rules, regulations and the scoring of positions shall be fully

and finally adjudicated by an independent Appellate Board to be promptly created by WORLD OF OUTLAWS, promoters, team owners, drivers, and crew members, and subject to the WORLD OF OUTLAWS Appeals Process and Regulations. I further covenant and agree that I will not initiate any type of legal action against WORLD OF OUTLAWS, or a WORLD OF OUTLAWS promoter, to challenge such decisions, to seek monetary damages, to seek injunctive relief, or to seek any other type of legal remedy. I agree that my sole remedy is the pursuit of an appeal of the decision of the Appellate Board in this regard. I understand that if I pursue such legal action, which expressly violates this provision, then I expressly agree to reimburse WORLD OF OUTLAWS, or the WORLD OF OUTLAWS promoter, for all of its attorney's fees and costs in defending against such legal action.

C.) Membership Cards

- a.) All World of Outlaws Craftsman Late Model Series team Members in good standing, who carry a Membership Card, will be admitted into the pits at the announced price for the event. Membership Cards must be presented for any discounted price, if any.
- b.) Platinum Members, who hold a DIRTcar Membership and a Series Credential may be extended discounted or complimentary admissions, and does not alter the cardholders standing as a Member.
- c.) Each Member is responsible for lost or unauthorized use of the Team Membership Cards. Each time a Card is requested to be replaced a \$150 fee will be charged.
- d.) "Affiliate Members" including; Corporate Sponsors, Media, Vendors) and guest cards and/or any other valid membership card may not be used by any race participants, team members, relatives and/or friends of participants.
- e.) Series Credentials shall be issued to "approved" Members and may not be transferred. A Series Credential does not imply or complete the Membership Application and Approval.
- f.) Any misuse of the Membership Card(s) will result in the Card being revoked from its listed member.

D.) Minimum Requirements

- a) To be approved, secure and maintain a World of Outlaws Craftsman Late Model Series Drivers Membership a World of Outlaws member at minimum must:
 - a. Be at least 16 years of age.
 - b. Ages 16 and 17 must:
 1. Complete the "Youth Membership Resume and Application" requesting to compete in the appropriate Series and/or Event(s), in addition to any additional requirements, including, but not limited to the required training modules, etc...
 2. Execute and deliver to World Racing Group / World of Outlaws such authorizations, releases, applications, consents, waivers, resumes and other documents as maybe required from time-to-time.

3. Following completion of all documentation, waivers, consents, resumes, other documents and/or training modules, a driver must be approved for competition before eligible to participate in any sanctioned event
 - b) Be and remain in compliance with the World Racing Group Substance Abuse Policy.
 - c) Failure to meet any criteria may result in an indefinite suspension from World Racing Group, World of Outlaws Craftsman, DIRTcar, Super DIRTcar, DIRTcar UMP and/or any sanctioned World Racing Group event.

2.2 Conduct

- A.) General** - All Members agree to act in a professional manner as determined by World Racing Group Officials. The professional manner includes, but is not limited to verbal representation, written representation, any representation that may represent the World Racing Group, the World of Outlaws Craftsman Late Model Series, the sport of Late Model racing and/or motorsports in general and/or any affiliates.
 - a.) All Members must arrive at Series races in a timely manner so that they may participate in the entirety of the racing event.
 - b.) All Members will not be permitted to compete and/or participate while under the influence of any alcoholic beverages and/or illegal substances. If a member is found to be participating in such a manner an immediate suspension of Membership will be activated as per the definition of the rules in Sub-Section 2.5.
- B.)** Any member, during an event; a competitor, crew chief, car owner, crew member and/or team representative may be requested to report to the World of Outlaws Command Center for consultation with World of Outlaws officials. The request may be communicated over the one-way radio and/or verbally. Failure to comply with the request will be subject to fine and/or suspension and/or any other action deemed appropriate by World of Outlaws Officials and/or World Racing Group Supervisory Officials.

2.3 Series Championship

- A.) Championship** – The World of Outlaws Craftsman Late Model Series will award Owners points and Drivers points as based upon their finish in each Series race as set forth in Section 10 of this rulebook. At the end of the series scheduled season, the World Racing Group shall announce one World of Outlaws Craftsman Late Model Series Owners Champion and Driver's Champion and they will be awarded championship prize money as posted, based upon their cumulative point total for the series.
- B.) Platinum and Gold Team Member Status** – Each calendar year teams that compete within the World of Outlaws Craftsman Late Model Series will be selected to compete as a Platinum or Gold Team Member as part of the Series. The teams that are selected will be required to submit and complete all proper documentation. Platinum and Gold Team Members may lose their status if they are in violation of any part of the Agreement, which includes the rules as stated herein.

- C.) Banquet** – Banquet attendance is mandatory, unless extenuating circumstances present themselves, for the receipt of point fund and/or any bonus post-season awards.

2.4 Medical Exemption

- A.)** Any Platinum and/or Gold Member Driver that is injured in a World of Outlaws Craftsman Late Model Series event and unable to compete as a result, that team will be granted a medical exemption. The driver may be required at the discretion of the World Racing Group Officials to produce medical documentation.
- In the event of driver medical exemption the team has a 6-race (or 14-day) grace period, whichever occurs first, to field a replacement driver. If a replacement driver is not named within the specified time period, the team could forfeit their Platinum or Gold Benefits to include but not limited to owners points, year-end awards and/or the provisional starting positions for the next season.
 - The medical exemption will ensure that the team will be awarded Owners points, year-end awards and/or the provisional starting positions for the next season. The status of the team will also remain.
 - Platinum and full-time Gold member drivers will receive 60 (show-up) points per each event until the driver is able to resume his/her driving duties.
 - Platinum and Gold member owners will receive 60(show-up) points per each event that the team/driver is absent over the course of the specified time as stated in Sub-Section 2.4.A.a.
 - The medical exemption period may be extended due to extenuating circumstances. Medical documentation must be submitted to and approved by World Racing Group and/or World of Outlaws Late Model Series Officials prior to any granted extension of any medical exemption.**
- B.)** Any Platinum and full-time Gold member driver and/or team unable to compete because of any unforeseen circumstance, as determined by World of Outlaws Craftsman Officials may qualify for 60 (show-up) points.

2.5 Substance Abuse Policy Explanation

- A.) Substance Abuse Policy/Explanation** – The World of Outlaws Craftsman Late Model Series will distribute to all participants and/or members thru this rulebook the Substance Abuse Policy. The Substance Abuse Policy is an addition to the ‘reasonable suspicion’ policy. Reasonable suspicion will be determined at the discretion of World Racing Group Officials.

2.6 Parking

- A.) Parking** – As a disciplinary action a driver and/or race team may be parked during and/or after any World Racing Group event. Parking is a directive from a supervisory official that is a directive to cease competition and may include a directive for the competitor(s) to not participate in an event for a

set number of laps and/or complete event(s) and/or future events and/or leave the premises in order to promote the orderly conduct of any DIRTcar and/or World Racing Group event. This directive will only be given in extraordinary circumstances by supervisory officials. Parking will not be construed and/or deemed to be a disqualification and/or suspension and/or other “penalty” as referenced in section 11 and is not appealable under section 12 of this rule book.

3.0 Personal Safety Equipment

3.1 General

- A.) Each competitor is solely responsible of 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.

3.2 Seat Belt/Restraint System

- A.) Each car will 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). Seat belt restraint systems shall be installed and used in accordance with manufacturer’s instructions. In any type of manufacturer’s installation the fasteners should be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage.
- B.) 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.

3.3 Protective Clothing

- A.) 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.
- B.) **Drivers must wear gloves at all times they are on track, during practice and competition.**
- C.) **Driver’s gloves must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label.**
- D.) All drivers should wear fire resistant accessories including but not limited to; head sock, under garments, shoes, and socks. Shoes and gloves will be required to meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

3.4 Seats

- A. **All seats must be full containment type constructed of aluminum 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. SFI certification 39.2, for dirt late model seats has been developed with compliance timetable released when available.**
- C. 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. Combining components may not meet future SFI Certification when released.**
- D. Seats must be used as supplied and installation following instructions provided by the seat manufacturer. An exception of trimming the length of the left side head surround for the purpose of egress may be approved. If the left side head surround is trimmed to a distance that is less than the most forward surface of the drivers helmet (usually the area crossing the chin) (7 inches) then a left side head net meeting the SFI 37.1 must be installed with a quick release latch.**
- E. Seats must be mounted to a seat frame that is welded to the racecar frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer instructions.**
- F. The following seats have currently been approved for competition;
- a) Butlerbuilt –
 - b) ISP
 - c) Kirkey
 - d) Richardson –
 - e) The Joie of Seating –
 - f) Ultrashield –
- The recommended driver's seats may be revised from time-to-time with additional approvals and/or other changes to the approved list.
- E.) The driver's left side head rest / helmet surround, must extend at least 7"-inches forward from the back **of the headrest (where the helmet contacts the back of the headrest).**
- F.) An approved driver's left side surround "net" is mandatory if the Helmet head rest / helmet surround is less than 7"-inches forward from the back of the seat. The following nets have been approved for competition;
- a. **ISP Seating PART # ISP202LA –R or –L**
 - b. **Kirkey Side net PART # 88SLS**
- G.) An approved driver's cockpit net is recommended. The net must be a minimum of three (3) ribbons and should meet the SFI 37.1 specifications, installed per the manufacturer's specifications.
- H.) The following nets have been approved for competition;
- a. Safety Solutions (Sprint Car Net)
 - b. Simpson DN-SPR
 - c. Speedway 91073

- I.) The approved nets may be revised from time-to-time with additional approvals and/or other changes to the approved list.
- J.) All head restraint nets should be equipped with quick release mechanisms
- K.) An approved driver's cockpit net is mandatory for the left side if the Helmet head rest / helmet surround is less than 7"-inches forward from the back of the seat. The net must be a minimum of three (3) ribbons and should meet the SFI 37.1 specifications, installed per the manufacturer's specifications. The following nets have been approved for competition;
 - a. Kirkey Seats Side PART # 88SLS
 - b. ISP Seating PART # ISP202LA -R or -L

3.5 Helmets

- A.) All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label.
- B.) It is strongly recommended that helmets should be fitted with the Eject™ helmet removal system.

3.6 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.**
- C.) Arm restraints are recommended and must be connected and used as instructed by the manufacturer.

3.6 Other RECOMMENDED

- A.) Sharp and/or protruding edges in and around the cockpit will not be permitted.
- B.) Windshield screens should be a minimum thickness of 0.090 inch and should be securely fastened to the roll cage.
- C.) A clearly marked electrical engine shut off switch (**see Battery specifications**)
- D.) A clearly marked fuel shut off valve within reach of the driver.
- E.) Only SFI flame retardant seat, roll bar, knee and steering pads and/or padding should be utilized.
- F.) Driveline U-Joint scatter shields are recommended.
- G.) All teams should have an easily accessible 2.5 gallon FFF fire extinguisher or its equivalent at the back of the team's transporter.

4.0 Licenses

- A.) Any driver that intends to participate in any racing event must be approved for

competition in the World of Outlaws Craftsman Late Model Series. The World of Outlaws Craftsman Late Model Series Director and/or the World Racing Group Supervisory Officials will make approval for competition.

- B.) Minimum age of participation in World of Outlaws Craftsman Late Model is 16. (See section 2.1 D) Any drivers that are under 16-years of age and seek to participate in any racing event must be approved in advance. Driver must participate in Youthful Driver approval process. The driver must also be approved for competition by the World of Outlaws Craftsman Late Model Series Director and/or the World Racing Group Supervisory Officials.

4.1 World of Outlaw Late Model Series Rookie Status

- A.) If a competitor has never followed the World of Outlaws Craftsman Late Model Series on a full-time basis the competitor may apply for "rookie" status. A panel consisting of drivers, media and industry personnel will determine applicant status. Competitors are recommended to apply before the first event of the current calendar year's season but will have until the start of a predetermined event to apply or withdraw their application for eligibility.
- B.) The panel will vote individually on each applicant and a majority vote is needed to become eligible for rookie status.
- C.) The winner of the Rookie of the Year award will be calculated by using a predetermined number of races (announced at the first event) to compile points. If the number of events being used for the rookie points is less than the total number of races scheduled competitors will be able to select their best point earning events towards the rookie standings.

5.0 Racing Event Procedures

The rules as stated herein will cover the rules of the racing event. Rules of the racing event may be altered from time-to-time by World of Outlaws Craftsman Late Model Officials. Racing event procedures and/or racing event rules are final and non-appealable.

5.1 Pre-Race Inspections

- A.) All cars entered and present at any World of Outlaws Craftsman Late Model 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.

5.2 Driver's Meeting(s)

- A.) All drivers, in extenuating circumstances a team representative, must attend the driver's meeting. Any team and/or driver in violation of not attending the Driver's Meeting will not be able to qualify any better than fifty percent of the field plus 1. There may be roll call at each driver's

meeting.

- B.) Unless otherwise posted, the driver's meeting time will be promptly at 30 minutes prior to hot laps at each World of Outlaws Craftsman Late Model Series event.
- C.) The number of racecars starting each event and the number of laps for each event may be announced at the driver's meeting.
- D.) Any changes in the basic event night program due to car count, track conditions and/or any other circumstances may be announced at the driver's meeting.

5.3 Inspection Procedures/Legality

- A.) Engines, fuel and sound/mufflers may be inspected at any time.
- B.) World of Outlaws Craftsman Late Model Series Officials may at their discretion, inspect any car entered for competition in any racing event at any time.
- C.) World of Outlaws Craftsman Late Model Series Officials may at their discretion, impound a part/component, engine and/or any other components and/or the complete car for competitive analysis.
- D.) 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.
- E.) 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.
- F.) The winner must weigh prior to any Winner's Circle Interview or Presentation.
- G.) 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.
- H.) The scales used for the event, provided by the series or the track will be considered the official scales for the event.
- I.) Scales will be available for any team to verify its car weight and determine the scale weight.
- J.) Officials will allow a car to re-scale two times by pulling off scale and pulling back on. Reading of the third attempt will become the entered weight.

5.4 Restrictions

- A.) All work on the racecar, once any race has begun, must be completed in the designated work area unless informed otherwise.

- B.) All cars will receive only one (1) opportunity to start each race. If a car needs more than one (1) opportunity, except for safety reasons, during any race, that car must start at the rear of the field in that particular race.
- C.) Drivers and/or team members will not be permitted to tamper with track racing surface.

5.5 Entry Pill / Draw

- A.) An entry fee will be charged by the World of Outlaws Craftsman Late Model Series at each sanctioned event. The entry fee includes use/rental of the AMB scoring transponder (\$300 deposit) and a one-way radio. The entry fee for multiple day and/or previously declared events may be higher.
- B.) All drivers and/or teams entered in any event must draw for a position in time trial qualifying 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.
- C.) All pills will be drawn within one minute of the end of the driver's meeting. If a driver and/or team entered and present at the event do not draw, that team will be placed at the end of the qualifying order. In the event that there are no time trials, then the driver and/or team will start at the rear of their specified qualifying race.

5.6 Hot Laps/Practice

- A.) All entered cars will hot lap by the time trial/qualifying order. Example; the first ten (1-10) cars in the time trial qualifying order will hot lap followed (11-20) and so on. The AMB Scoring Transponder must be mounted on the racecar prior to hot laps.
- B.) If and when track packing is required any car that does not participate will be given only one (1) time trial lap and the best the car may qualify is 50% + 1 of the entered cars for that event.

5.7 Qualifying/Time Trials/Heat Races/B-Mains

- A.) If for any reason, a driver and car match-up in any race is separated then only the driver is considered qualified.
- B.) If a car/team switches drivers, for any reason, that car must start at the rear of the next scheduled race in which that car/team has qualified for.
- C.) Qualifying will be split into two or more separate qualifying groups. The pill draw will determine which group a car/driver is assigned to qualify within. Qualifying will consist of two consecutive timed laps unless otherwise noted. Changes to the two-lap qualifying procedure will be at the discretion of the World of Outlaws Craftsman Late Model Series Officials. Any type of 'wave-off' is not permitted.
- D.) Once the car enters the racing surface that is their qualifying attempt. If the car does not post a time or fails to complete a lap and posts 'no time' they will start last in a heat race.

- E.) Qualifying will take place in the order of the pill draw. Each car and/or team will have a two-car period or two-group period to be in line for his or her own qualifying opportunity. If that time period is missed the late car will take its time trial at the end of the scheduled lineup and receive only one qualifying lap, the best a late car can qualify is 50% + 1 of the overall number of qualifiers no matter what the qualifying time of record is posted.
- F.) The cars and/or teams that are late must be in line before the last scheduled car begins its qualifying attempt. Time trials will be closed once all cars that are in line have started their qualifying attempt and have started their time trial.
- G.) In the event of two or more cars posting the same time in time trials, the tiebreaker will be the qualifying order draw.
- H.) All cars are considered in the starting field unless otherwise notified. In the event that a qualified car for the feature scratches from the field the first non-qualified car will be taken as the alternate starter for the feature event. The original qualified car will not receive points for the feature race. If a qualified car takes the initial green flag and then falls out of the race, there will not be an alternate starter added to the race and the original qualified car will receive only last place points for the feature.
- I.) Once any driver has completed their qualifying attempt by taking the checkered flag, that driver must drive to the technical inspection area to scale the car for the minimum weight requirement. (From time-to-time, some events may require scaling the cars prior to qualifying).
- J.) In the event of inclement weather, it is at the discretion of the World of Outlaws Craftsman Late Model Series Director and/or World Racing Group Supervisory Officials to change to one (1) lap qualifying.

5.7.1 Heat Races

- A.) All drivers entered in any event will be scheduled to compete in a heat race.
- B.) The heat race lineups will be determined by the results of time trials in a 'heads up' manner.
- C.) The number of laps in the heat races and amount of cars transferring from the heat race(s) will be announced at the drivers meeting by World of Outlaws Craftsman Late Model Series Officials.
- D.) All cars that transfer from the heat race(s) must report to the technical inspection area immediately following the completion of their heat race to scale the car for the minimum weight requirement. In the event that a competitor fails to report to the scale area following the completion of the event, the driver will be immediately disqualified from that race. The next highest finishing car in that heat race will take the transfer position.
- E.) There will be a redraw for starting position amongst the top finisher(s) in each qualifying/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.

- F.) 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.
- G.) Any driver that does not transfer from the heat race(s) to the feature race will be assigned to compete in a 'B'-Main and/or consolation event/race(s)

5.7.2 "Last Chance Showdowns"

- A.) The 'Last Chance Showdown' (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 Last Chance Showdown' will be based on the overall car count for the event and announced at the driver's meeting.
- C.) All cars that transfer from the 'Last Chance Showdown' must report to the technical inspection area immediately following the completion of the race to scale the car for the minimum weight requirement. In the event that a competitor fails to report to the scale area following the completion of the event, the driver will be immediately disqualified from that race. The next highest finisher in that Last Chance Showdown' will transfer to the feature.
- D.) The lineup(s) for multiple day events will be determined once it has been determined how many cars have returned for the second day of competition and announced at the driver's meeting.

5.8 Backup Cars

- A.) A backup car may be introduced at any time between qualifying and the start of the feature, with permission from the World of Outlaws Craftsman Late Model Series Director. Any such change will result in the driver starting at the rear of the race in which the driver has qualified for. If a driver changes cars after practice, that driver will remain in his drawn position for time trial qualifying.
- B.) If a backup car is introduced, the car must pass pre-race technical inspection prior to any competition. Once a car has been withdrawn from an event, that car may not be allowed to be resubmitted to competition during that event. Once the green flag has been displayed for that event cars may not be changed.

5.9 Starts

- A.) The start of each feature race will be preceded with an eight (8) minute air horn to begin the eight (8) minute period. The eight (8) minute sound will be followed by another warning four (4) minutes prior to the start of the race.
- B.) All cars and drivers must be on the starting grid for driver introductions at the completion of the eight (8) minute period. If the driver is not present that driver's starting position will be forfeited and that driver will start from the tail of the field. If more than one (1) driver is late, the drivers will start at

the tail of the feature in the order of their qualified position.

- C.)** The race will begin immediately once the racing surface is clear and the cars are properly aligned in their assigned starting positions. The number of pace laps and the four (4) wide pace lap will be announced at the driver's meeting.
- D.)** Any driver, team, and/or car, which purposely attempts to hold up the start of any race will be placed at the rear of the lineup and could be disqualified from the event, suspended and/or fined at the discretion of the World of Outlaws Craftsman Late Model Series Officials.
- E.)** Once the allotted time (announced at the driver's meeting) allowed for being on the track, ready to race, has expired, any late car will be penalized to the rear of the starting field.. Any car that starts after the field has started assembling must start at the rear of the field. This rule may be adjusted from time to time, "EIRI", at the discretion of the World of Outlaws Craftsman Late Model Series Director.
- F.)** All double-file starts/restarts will take place at a consistent speed, with cars side-by-side in rows of two throughout the field. The outside row of starters must maintain the same consistent speed and position of the inside row. Consistent speed will be at the discretion of World of Outlaws Craftsman Late Model Series Officials. The initial start will take place at 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.
- G.)** 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.
- H.)** In the event that the two (2) front row cars do not properly start the race, the responsible car(s) will be moved to the second row. Failure to acknowledge and comply with the "move back" signal will result in instant disqualification from the racing event.
- I.)** The field may accelerate when the green flag is displayed, but the leader is the control car and must fire first. Any passing before the green flag is displayed will not be permitted.
- J.)** Alternate starters for any race will not be permitted to start any race after the original start has taken place.
- K.)** If only one (1) car is involved in a caution on the original start or before one (1) lap is completed, the car and/or car(s) that brought out the caution will lineup at the rear of the field, and the race will be restarted for the remainder of the field. If the majority of all cars except for the caution car(s) complete a lap on the original start there will be one lap complete. If multiple cars are involved World of Outlaw Late Model Officials may determine that any race will have a complete restart.
- L.)** One (1) complete lap must be completed before the race is restarted using a restart lineup.

- M.)** In the event that car(s) move to the back of the field, cars move forward by row and do not 'cross-over' to fill in the original starting lineup.

5.9 Restarts

- A.)** All restarts will be a double-file 'Delaware Style' after the completion of the first lap of competition in any race, until 10 laps to go in the feature event. In all restarts lead lap cars will move to the front with lap down cars moving to the tail end of the field.
- B.)** All restarts will take place with the lead lap cars moved to the front of the field.
- C.)** Lapped cars will pull to the inside and fall in behind the last car on the lead lap in their order of running.
- 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 World of Outlaws Craftsman Late Model Series Officials.
- F.)** Passing may begin once the leader accelerates and the green flag is displayed.
- G.)** If the leader is unable to properly restart the race on any attempt, the leader will be penalized two (2) positions.
- H.)** When an infraction occurs on a restart, WoO Officials shall 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
- I.)** 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.
- J.)** 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.
- K.)** Any car that stops because of a blocked track, at the discretion of the World of Outlaws Craftsman Late Model Series Officials, will not be considered involved in the red or yellow flag.
- L.)** Any car that is black flagged for consultation during a caution period will retain its position only if the World of Outlaws Craftsman Late Model Series Officials deem the car 'clear' and permit it to return directly to competition without adjustment.

5.10 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 World of Outlaws Craftsman Late Model Series Officials.

- B.)** Prior to the start of the feature race, on-track, outside the car introductions may be scheduled. In the event of inclement weather and/or other schedules the World of Outlaws Craftsman Late Model Series director may change.
- C.)** 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 World of Outlaws Craftsman Late Model Series Race Director will not be permitted.
- D.)** The maximum number of event laps will be stated by the World of Outlaws Craftsman Late Model Series Race Director during the driver's meeting, but may change due to extenuating circumstances.
- E.)** When a car is presented for feature event competition, any tire change is prohibited. Any tire change will result in forfeiting starting position. Penalty will be starting in the last position.
- F.)** 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 a caution period the World of Outlaws Craftsman Late Model 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.
- G.)** At the discretion of the World of Outlaws Craftsman Late Model Series Official any car that is involved in two (2) single car spins that are unaided may be disqualified from the event. If the car spins unaided for third time it will result in automatic disqualification from the event.
- H.)** At the discretion of the World of Outlaws Craftsman Late Model Series Official any car that intentionally brings out a caution period will be disqualified from the event.
- I.)** All feature 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.
- J.)** 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.
- K.)** Cars that pit during the course of a race for service and/or repair may reenter the race under green flag conditions once released and instructed to do so by World Outlaws Craftsman Late Model Series / DIRTcar Officials.
- L.)** Hand signals, colored gloves and pit boards will be permitted during the use of communication with drivers. Flashlight and/or two-way radio communication with drivers will not be permitted.
- M.)** The feature event will be considered a complete event when 50% of the scheduled or announced laps have been completed. E.I.R.I.

- N.) 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.
- O.) 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 completed 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.

5.11 Flag Rules/Officials Signals

A.) Green Flag;

- a. When the starter displays the green flag, the track is open for racing.
- b. The green flag signifies the start of any race and/or time trial run.
- c. Passing will not be permitted before the green flag is displayed at the designated point.

B.) Yellow Flag;

- a. When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period.
- b. When the yellow flag is displayed and/or caution lights illuminated passing will not be permitted unless instructed to do so by World of Outlaws Craftsman Late Model Officials.
- c. During any caution period two (2) courtesy laps will be awarded in any race for the purpose of changing flat tires only. The courtesy laps will begin once the car has reached the pit area/designated work area. The car will rejoin the field at the tail once the work/service has been completed.

C.) Red Flag;

- a. 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 a World of Outlaw Late Model official. Any car that moves during the red flag without permission will be penalized to the rear of the field. Continued movement under red flag may result in disqualification.
- b. All red flags are considered closed red flags unless World of Outlaw Late Model 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.
- c. Tire changes will not be permitted during 'open red-flag' conditions. In the event that a competitor changes a tire during an 'open-red-flag' that competitor will restart from the rear of the field on the ensuing restart. Crew members may not begin to work during an 'open-red-flag' situation until informed to do so by World of Outlaws Craftsman and/or DIRTcar Officials.
- d. If World of Outlaws Craftsman and/or DIRTcar Officials determine that it is a 'closed-red- flag' situation, then no work of any kind and/or type may

be permitted during the red flag period.

- e. During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by World of Outlaws Craftsman Late Model Series Officials.
- f. If the race is red flagged due to inclement weather conditions work and tire changes will be permitted.
- g. Any car that is not involved in the red flag that leaves the racing surface will not be permitted to return to the event.

D.) Black Flag

- a. 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. After the second showing of the black flag the car will not be scored from the point that the second black flag has been displayed.
- b. In the event that the black flag is displayed toward a car during a caution period and the car is cleared by World of Outlaw/DIRTcar officials, the car may return to its position in the running order of the race as instructed to do so by the officials.

E.) White Flag

- a. 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

- a. 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.
- b. Any race and/or qualifying attempt is not completed until the checkered flag is displayed.

G.) Officials Signals

- a. 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.

6.0 Scoring Procedures

- A.)** All races are scored at the designated start/finish line.
- B.)** World of Outlaws Craftsman Late Model Series Officials will post the original starting lineup after the completion of all qualifying events.
- C.)** The restart lineups will be derived from the official scorer's lap and line scored sheets.
- D.)** After the first completed green flag lap, 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.
- E.)** If two or more cars complete the same number of laps, they will be scored and paid in the sequence in which they completed those laps.
- F.)** In the event that caution and/or red flag is displayed with the checkered

flag simultaneously that race is completed. The cars not able to cross the finish line will be scored according to their position in their last completed green flag lap. Any car involved in an incident that brings out the yellow/red will be scored behind cars on the same lap that were not involved in the incident.

- G.) In the event of inclement weather and/or unforeseen circumstances, a race may be called complete short of its entire distance, once it has reached half of the scheduled distance. The race at that point will be scored by the restart lineup.
- H.) In the event of unforeseen circumstances, the specified laps of any race may change from the original posted number of laps
- I.) Caution laps may be counted at any point if deemed necessary by race officials. A car will not go down a lap under caution for any reason if he rejoins the field when racing resumes.
- J.) In only the feature event, at each caution flag one car will be given back a lap to the field. The highest running lapped car that is not involved in the caution period will be given one lap. A car will only receive a maximum of one lap per race. In the event that the highest running lapped car has already received the credit the next highest running lapped car that is not involved in the caution will receive the credited lap.
- K.) All cars are required to be equipped with an AMB tranx260 transponder **securely mounted on the left front where bumper attaches to chassis close to the ground** It is the competitors responsibility to ensure proper installation and working condition of the transponder.

7.0 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.

8.0 Provisional and Alternate Starting Positions

- A.) If provisionals are permitted in the Feature event; the car(s) will earn full_ WoO points.
- B.) Provisional positions awarded in the first three races of the 2017 World of Outlaws Craftsman Late Model Season will be based off the 2016 final championship point standings. The 4th and the 5th race of the 2017 season will have one (1) provisional from the current 2017 World of Outlaws Craftsman Late Model Series championship standings and one (1) provisional from the 2016 World of Outlaws Craftsman Late Model Series championship standings. Beginning with the 6th race of the 2017 season, the provisional positions awarded will be based on the current 2017 World of Outlaws Craftsman Late Model Series championship standings.
- C.) The car owner and driver who are the highest placed in the World of Outlaws Craftsman Late Model Series Championship standings upon entering the

event and not qualifying for the feature event through normal qualifying procedures, including time trials, the qualifying races and any other qualifying races including 'B', 'C', 'D', etc.....-mains, will receive the two available provisional starting positions. If there is a tie in the World of Outlaws Craftsman Late Model Series Championship standings upon entering the event, then the tie will be broken by the results of time trials, with the car posting the faster lap time being awarded the provisional. Car owners must have perfect attendance to be eligible for a provisional. If all full-time car owners are qualified for the event then the owner provisional will be awarded to the highest driver in the World of Outlaws Craftsman late Model Series Championship standings that has failed to qualify for the event.

- 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.)** Any provisional starters will fall in line at the rear of the Feature.
- F.)** Only two World of Outlaws Craftsman Late Model Series Championship Point Standing provisional positions will be permitted for each Event's Feature.
- G.)** In the event that an eligible participant does not use provisional positions by point standings, the remaining available positions open for the feature will be awarded to the highest finisher in the Last Chance Showdown that does not transfer. If there are multiple "LCS" races time trials will be the tie breaker.
- H.)** The promoter may install a program identically paid and pointed as the World of Outlaws Craftsman Late Model Series provisional starting positions for up to 2 drivers.
- I.)** In the event that a car qualified for the Feature is unable to present itself no later than the final pace lap prior to the initial green flag, the first non-qualified car will be taken as the alternate for the Feature event. The original qualified car will not receive points for the Feature race. If a qualified car takes the initial green flag and then falls out of the race, no alternate will be taken and that car will receive only last place points for the Feature.
- J.)** Any driver that requires a provisional to qualify for the feature at three consecutive events may be required to qualify for a feature through qualifying races before being awarded a fourth provisional. The fourth provisional may be awarded if the driver has a faster qualifying time than all other drivers who have attempted to qualify for all 2017 events that have failed to qualify for the feature event. If a car that has attempted to qualify for all 2017 WoO events and has not qualified for the event and has a faster qualifying time then that driver will be awarded the provisional.
- K.)** Provisional starting positions may not be awarded at the discretion of the Series Director for the following, but not limited to; if a car is deemed not be able to run a competitive speed; if a car is late to present itself for the feature event.

9.0 Racing Programs Special Event Shows

- A.) There may be special event shows during the year that do not follow the standard World of Outlaws Craftsman Late Model Series racing formats. When such events occur all teams will be informed of specific program and/or procedural changes for that particular event. All racing programs are subject to change and any such changes will be explained at the driver's meeting.
- B.) All cars entered in a World of Outlaws Craftsman Late Model Series sanctioned event must have the World of Outlaws Craftsman Late Model decals and contingency program decals displayed in a visible area on both sides of the car.
- C.) From time-to-time mandatory autograph sessions will be scheduled. Drivers will be notified of attendance and location at selected events.
- D.) The top four (4) drivers in the World of Outlaws Craftsman Late Model Series Championship Point Standings entering the event will be required to be present for the autograph session.
- E.) If any driver fails to report to any autograph session a written penalty may be issued, which could result in loss of points, starting positions earned and/or fine(s)

10.0 Points Breakdown

Feature Distribution:

1. 150	15. 120
2. 146	16. 118
3. 144	17. 116
4. 142	18. 114
5. 140	19. 112
6. 138	20. 110
7. 136	21. 108
8. 134	22. 106
9. 132	23. 104
10. 130	24. 102 (Standard WoO Feature Race)
11. 128	25. 100
12. 126	26. 98
13. 124	27. 96
14. 122	28. 94

- A.) Last Chance Showdown Qualifier Point Distribution: First car of any Last Chance Showdown Qualifier that doesn't transfer to the A Feature will receive 90 points. Points will drop 2 points per position for the remainder of the Last Chance Showdown finish position to minimum of 60 points.
- B.) In the rare situation that the last starter in the feature event earns 90 or less points, the first car of any B-main qualifier that does not transfer to the

event will receive two less points than last place in the feature event.

- C.) 60 (show-up) points will be awarded to all members in good standing, who attempt to qualify a car, but fails to qualify for the feature event.
- D.) If a race is cancelled and rescheduled and a member in good standing is unable to return due to extenuating circumstances then that member may be awarded (60) show-up points if they were present and prepared to race on the original date.
- E.) If a race is cancelled after racing activities have started due to inclement weather 60 'show up' points will be awarded to each driver in attendance.
- F.) In the event of a tie that occurs during the season, the driver that placed highest in the most recent completed event will be listed ahead in the overall Championship Point Standings.
- G.) In the event that a tie should occur in the final Championship Point Standings at the end of the season, the tie will be broken using the following tiebreakers in order; Most feature wins, Most second place finishes, Most third place finishes, etc...., until the tie is broken. In the event that the tie remains unbroken by finishes the tiebreaker will result to qualifying results from time trial in the same manner.

11.0 Penalties, Fine Schedules and Protests

- A.) The World of Outlaws Craftsman Late Model Series conducts itself as the top Late Model Racing Series in North America and expects its members to conduct themselves in a professional manner at all times during any event and/or when representing the series.
- B.) The 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.
- C.) All fines that are listed in sub-section 11.1 are in regard to the initial penalty. Multiple infractions of the same type will increase the severity of the penalty.

11.1 Penalties and Fine Schedules

- 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 World of Outlaws Craftsman Late Model Series sanctioned event.
- B.) Any member 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 disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World of Outlaws Officials and/ or World Racing Group Supervisory Officials. Maximum = \$25,000.
- C.) Any member that verbally abuses any event official will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by World of Outlaws Officials and/or World

Racing Group Supervisory Officials. Maximum = \$2500

- D.)** Any member that attempts to push their racecar off 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 fine and/or suspension and/or any other action deemed appropriate by World of Outlaws Officials and/or World Racing Group Supervisory Officials. Maximum = \$2500
- E.)** Any member who fails to stop for and/or allow post-race inspection will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by World of Outlaws Officials and/or World Racing Group Supervisory Officials. Maximum = \$2500.
- F.)** Any member that attempts to and/or passes the pace vehicle (unless instructed to do so) will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by World of Outlaws Officials and/or World Racing Group Supervisory Officials. Maximum = \$1000.
- G.)** Any member that attempts to drive roughly and/or bumps another competitor unnecessarily will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by World of Outlaws Officials and/or World Racing Group Supervisory Officials. Maximum = \$25,000.
- H.)** Any member that attempts to use illegal fuel 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 of Outlaws Officials and/or World Racing Group Supervisory Officials. Maximum = \$25,000.
- I.)** 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 of Outlaws Officials and/or World Racing Group Supervisory Officials. The minimum penalty will be as follows; disqualification from the event, a fine of 1,000 championship points, loss of all earned purse and/or award money from the event, a fine equal to and/or more than the purse money rewarded for the event and/or a minimum suspension up to six (6) months in duration.
- J.)** Any member that attempts to or uses an illegal motor 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 of Outlaws Craftsman Officials and/or World Racing Group Supervisory Officials. Maximum = \$5,000.
- K.)** Any member that fails to stop for a red flag or drives through the incident area 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 of Outlaws Officials and/or World Racing Group Supervisory Officials. Maximum = \$2500.
- L.)** Any member that goes into another competitors pit area or to another competitors car and becomes involved in any type of altercation 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 of Outlaws Officials and/or World Racing Group Supervisory Officials. Maximum = \$25,000.

- M.)** Any member involved in an altercation that results in physical contact 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 of Outlaws Officials and/or World Racing Group Supervisory Officials. Maximum = \$25,000.
- N.)** Any member who drives a racecar in an area that is closed to racecar traffic or drives through the pit area at excessive speed with either a racecar, scooter or 4-wheeler 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 of Officials and/or World Racing Group Supervisory Officials. Maximum = \$2500.
- O.)** Any team member who goes out onto the racing surface without permission under a controlled period 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 of Outlaws Officials and/or World Racing Group Supervisory Officials. Maximum = \$2500.
- P.)** Any member who ignores a flag or official signal 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 of Outlaws Officials and/or World Racing Group Supervisory Officials. Maximum = \$2500.
- Q.)** Any member who is found to be in violation of the substance abuse policy at any event 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 of Outlaws Officials and/ or World Racing Group Supervisory Officials. Maximum= \$50,000.
- R.)** Any member who drives or causes to be driven; a race car, pit mule, 4-wheeler, personal vehicle or transporter in a dangerous and aggressive manner in the restricted area will be subject to Team disqualification and/ or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by World of Outlaws Craftsman officials and/or World Racing Group Supervisory Officials. Maximum = \$2500.

11.2 Protests

- A.)** All protests must be turned into the World of Outlaws Series Late Model Series Director within five (5) minutes of the posting of the official finish.
- B.)** The protest fee must be paid at the time of the protest.
- C.)** Only the car owner, the driver and/or the designated team representative of the car owner may turn in an official protest.
- D.)** Any refusal of inspection and/or non-compliance during an official protest will result in the disqualification of the protested car and the prescribed

penalties.

- E.)** If the car protested is found legal, the protesting fees will be released to the protested team less the protest filing fee.
- F.)** If the car protested is found to be illegal, the protesting fees will be returned to the team filing the protest less the filing fee.
- G.)** Any altercation relating to the incident with Officials and/or any other racing participants by the team filing the protest will nullify the objection.
- H.)** PROTESTING FEES: (Figures in parentheses are filing fees): . Weight will be \$750 (\$75) and the protest must be made prior to the protested car crossing the scale. Fuel test including chemical analysis and all other technical protests; \$500 (\$50).
- I.)** TIRE PROTESTS: Tire protests may involve any tires. The fee will be \$450 per tire. The protest will require the submission of the tire(s) from the car (car owner, driver and/or designated representative) which has filed the protest. The tire(s) involved in the protest will be shipped, processed and chemically analyzed at a facility designated by World Racing Group and/or the tire manufacturer. The determination of the facility will be final and non-appealable.
- J.)** The World of Outlaws Craftsman Late Model Series Officials reserves the right to ask for a legality test at any time (sealed motor and/or otherwise). If through testing procedures a car is found to be illegal, responsibility for proving otherwise is solely with the team that was checked. There will be no exchange of money for tests asked for by officials when a formal protest is not turned in.
- K.)** The World of Outlaws Craftsman Late Model Series Officials reserve the right to accept or deny any protest based on their sole discretion. 'Grudge' protests and/or any protest that are 'not in the spirit of good standing' will be denied

Section 12 – World Racing Group Commission:

DIRTcar Racing and World of Outlaws (World Racing Group, DIRTcar, UMP DIRTcar, DIRTcar Northeast, the World Outlaws Craftsman, the Super DIRTcar Series and all World Racing Group sanctioned events including but not limited to; DIRTcar, MARS, UMP and/or any of its sanctioned tracks) has established an independent Board to hear and review any penalty determination by MEMBER drivers and owners in a sanctioned event, that has been deemed appropriate for appeal. Only DIRTcar licensed MEMBERS in Good Standing during the current calendar year have the right to appeal.

Section 12-1: Jurisdiction

- A.)** The World Racing Group Commission may hear appeals of any penalty determination made pursuant to the any of the World Racing Group rulebooks which include, but are not limited to; the Super DIRTcar and/or DIRTcar Northeast, the Super DIRTcar and/or DIRTcar Northeast, the Super DIRT Series, DIRTcar, Mars and UMP.
- B.) Only the Member, as the named party to the penalty,** shall be able to make a written request for an action to the World Racing Group Appeal Commission.
1. Requests, Appeals, Demands, or correspondence from third parties or any other person, entity, agent, or representative, that is not the named Member as identified in the Penalty Notice, shall not be accepted except as presentation within the administrative hearing process.
 2. If a third party submits an appeal request it will subsequently be denied and not be considered as a request.
 3. The following deadlines must be met for each series;
 - a) World of Outlaw Sprint Car Series seven (7) calendar days of the issuance of the penalty.
 - b) World of Outlaw Late Model Series seven (7) calendar days of the issuance of the penalty.
 - c) Super DIRT Series events seven (7) days of the issuance of the penalty.
 - d) DIRTcar and/or UMP events seven (7) days of the issuance of the penalty.
- C.)** The written request must be accompanied by a \$250 non-refundable hearing fee.
- D.)** The written request and the scheduled fee must be hand delivered via an international recognized courier (the Appellant must obtain and retain a receipt showing date of deposit with courier) to the following for the appeal hearing to be processed:
C/O – World Racing Group Appeal Commissioner
7575-D West Winds Blvd NW.
Concord, N.C. 28027
- E.)** Electronically, verbally, or any other type of appeal, including without limitations, faxes, e-mails, and voice mails will not be accepted and

processed as an official appeal to the World Racing Group Appeal and Rules Commission

F.) Commission Members:

Jeff Nuckles	Paul Kirkland
Cory Reed	John Darby
Bob Sargent	Gregg McKarns
Eric Huenefeld	Erica Bicknell
Daniel Grill	Steve York
Alan Kreitzer	Larry Kemp
Scott Woodhouse	Rollie Helmling
Scott Boyd	Pete Chuckta
Mark Mockovak	

- G.)** The Chairman of the Commission will be appointed upon approval of the Board of Directors of the World Racing Group. The Chairman shall be an administrative member and will designate an alternate Chairman who shall, in the event of death, retirement, or incapacity of the Chairman, perform the duties of the Chairman until the Board of Directors of the World Racing Group appoints a new Chairman or the Chairman is able to resume his/her duties.
- H.)** From time-to-time Commission Members may vacate the board, be added and/or adjusted at the discretion of the World Racing Group Commission Chairman.
- I.) Meetings** – The Commission shall meet at such places and at such times as are necessary for the efficient and prompt disposition of its business. Three (3) members, including the Chairman, constitute a quorum. Meetings may take place with members participating via telephone, teleconference, video-conference, computer conference, in person and/or any other forum as designated by the Chairman.
- J.) Hearing Procedures** –
- In order for an appeal to be presented to the World Racing Group Commission, the appellant must have standing to appeal. Any decision determined as non-appealable and final during any sanctioned event by Officials employed and/or contracted by the World Racing Group will be considered as a final decision that is non-appealable. Standing is defined as subject matter that is being appealed is not precluded by any Rules as set forth by the sanctioning body and/or specific event and that the appellant has actually been penalized by a decision that is specifically issued to the appellant.
 - The World Racing Group Commission will establish and communicate the most appropriate procedure and/or manner for hearing any particular appeal and shall inform all involved parties how to proceed prior to the hearing. Members/appellants may appear in person at hearings before the Commission (but not through a representative or attorney).
 - When conducting a hearing and deciding an appeal, the World Racing Group Commission shall not be bound by technical or formal rules of evidence and/or procedure, except as otherwise provided herein, but shall conduct its proceedings in the manner best suited to establishing the relevant facts and the merits of the parties positions.
 - Unless contacted by a member of the Commission, the appellant, any competitor, the car owner, car sponsor and/or any other

representative(s) involved, may not discuss the subject matter of the appeal hearing with any Commission Member, including the Chairman, outside of the hearing.

- e. All appeals shall be docketed when received via courier to the Chairman of the World Racing Group Commission and shall be set for hearing at an appropriate time and location as determined by the Commission Chairman.
- f. The Commission may require/summon, either orally or in writing, in its sole discretion any World Racing Group member and/or official to testify in and/or at a hearing. Any member who is required / summoned to testify and refuses or fails to appear and/or testify may be subject to indefinite suspension or other disciplinary action as deemed appropriate by the World Racing Group Commission.
- g. If the World Racing Group Commission finds any Member and/or Official to be "in contempt" during a hearing, the Member and/or Official may be subject to indefinite suspension or other disciplinary action as deemed appropriate by the World Racing Group Commission.
- h. In the event that the Chairman and/or Commission Member is involved in the appeal the Chairman and/or Commission Member shall disqualify themselves from participating as a Commission Member on the appeal and the remaining Members of the Commission shall select a replacement.
- i. A majority of the members of the Commission / Quorum must concur to modify any penalty (including, but not limited to, imposing different or increased penalties) or determine any appeal. If a majority cannot agree on the action the appeal shall be referred to the Chairman of the World Racing Group Commission for decision.
- j. In each appeal the relevant item shall be the accuracy of the decision by the Official(s) in light of the facts and not the results and/or ramifications of the ruling.
- k. If the World Racing Group Commission determines that the proceedings in respect to any appeal have been instituted or continued without reasonable grounds, the cost of such proceedings shall be assessed against the Appellant who instituted or continued such proceedings.
- l. The World Racing Group Commission shall have the right (and will) publish the judgment of the Commission and the names of the parties involved. A party shall have no claim or cause of action of any kind against the World Racing Group, the World Racing Group Commission or the publisher.
- m. If the appeal involves a component of any racing vehicle, equipment and/or any other technical element, the piece(s) will be placed into a chain of custody, until the World Racing Group Commission has heard the appeal and made a decision. A receipt will be given to the Appellant regarding the piece(s) until the conclusion of the hearing. The piece(s) may be confiscated following the hearing as per the determination of the World Racing Group Commission.

K.) Execution of Penalty and Pending Appeal – At the request of the affected Member, the World Racing Group Commission Chairman may determine in the interest of all involved parties that the penalty under

review shall be temporarily deferred until the appeal of such penalty has been resolved. Otherwise, the penalty shall be executed promptly. If the Commission temporarily defers execution of the penalty, but later denies the appeal in whole or in part, it may reinstate the original penalty as of the date of issue of the original Penalty and/or Penalty Notice, or take such action as it deems appropriate to effectuate in whole or in part the Penalty and/or Penalty Notice, including disallowance of finishing position, points, or prize money otherwise earned in any Event during the period of temporary deferral of the penalty.

L.) Execution Steps for Hearing –

1. The decision of the official(s) being appealed shall be put into the record.
2. The contents of the written appeal shall be put into the record.
3. The Appellant will put forth their statement to the World Racing Group Commission Chairman and present Commission Members presenting any witness(es) and/or other elements regarding their appeal.
4. The official(s) will put forth their statement regarding the decision and issuance of the appealed penalty to the World Racing Group Chairman and present Commission Members presenting any witness(es) and/or other elements regarding their appeal.
5. The Appellant will be permitted to present any rebuttals, additions to the records and/or summations to the World Racing Group Commission Chairman and present Commission Members.
6. The official(s) will be permitted to present any rebuttals, additions to the records and/or summations to the World Racing Group Commission Chairman and present Commission Members.
7. At any time during the hearing at the discretion of the World Racing Group Chairman and/or present Commission Members may request information of anyone present at the hearing.
8. At the conclusion of the hearing, the World Racing Group Chairman and/or present Commission Members will deliberate in private and make any determination, decision and/or recommendation regarding the presented appeal by a majority vote of those members present. The World Racing Group Commission may:
 - a. reverse the decision
 - b. modify to increase or decrease penalty
 - c. uphold the original issued penalty.
9. All interested parties shall be reasonably notified of the Board's decision.

M.) Bond for Costs The World Racing Group Commission may require the Appellant to post a sufficient bond to cover the costs of the appeal or any reasonably foreseeable economic impairment presented to the World Racing Group or other Member(s) that might be caused by the appeal. If such a bond is required, its form and substance will be in the discretion of the World Racing Group Commission Chairman.

N.) The administrative remedies for any appeal included here represent the complete and final process. If the appealing member seeks remedy through the court systems, the member agrees to the exclusive jurisdiction of the courts in Charlotte, North Carolina for the adjudication of any suit, action or proceeding. All costs and expenses incurred by WRG

in responding to the action (including attorneys' fees) shall be borne by the appealing Member.

- O.)** If the member initiates within any court whether administrative appeal commission process is completed or in process a suspension penalty, if applicable, may be extended by the time passed to reach the final resolution of the administrative appeal panel and/or any court action.
- P.) Finality –**
 - A.)** An appeal hearing will be 'heard' if the Chairman, in his sole discretion, determines that the Appellant(s) request is appealable. Matters that will not be heard include; matters where there are no triable facts, frivolity, lack of standing, matters which are not subject to protest or appeal pursuant to the rules, appeals filed in any form of harassment and/or any appeal determined as 'non-appealable' by the World Racing Group Commission Chairman.
 - B.)** The determination of the World Racing Group Commission at the conclusion of any hearing is final and is not for appeal and/or further mediation.

12.2: Chairman Potestas

- A.)** In the event that the World Racing Group Commission does not reach a conclusion and/or the appealing member in good standing requests an additional hearing, then the Commissioner may be considered for assistance and/or a second appeal, Acceptance of the appeal will be at the sole decision of the Chairman Potestas without further board involvement.
- B.)** If the Member requests an additional hearing, the Member shall make a written request for such action to the Commissioner Potestas within seven (7) days of the conclusion of the originating hearing.
- C.)** A \$1,000 non-refundable fee must accompany the written request.
- D.)** The written request and the scheduled fee must be hand delivered via an international recognized courier (the Appellant must obtain and retain a receipt showing date of deposit with courier) to one of the following for the final appearing hearing to be processed:
 - C/O – World Racing Group Appeal Post - Commissioner Potestas
7575-D West Winds Blvd. NW
Concord, N.C. 28027
- E.)** The Chairman Potestas will determine whether or not the appeal will be heard after reception of the written request and the \$1,000 non-refundable fee and inform all parties involved of the determination.
- F.)** The Chairman Potestas may conduct a hearing within a reasonable and practical date, notifying the parties of the appeal and hearing. The Chairman Potestas will determine the date and location (if any) for the Chairman Potestas appeal hearing.
- G.)** If requested by Chairman Potestas, Members may be asked to appear in person, but not through a representative and/or an attorney. The subject matter may not be discussed outside the hearing unless specifically contacted by the Chairman Potestas in regard to the appeal hearing.
- H.)** Hearings performed by the Chairman Potestas will be conducted according to the procedures disseminated by the Chairman Potestas.
- I.)** If the Chairman Potestas determines that the proceedings in respect to any appeal have been instituted or continued by a Member without

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

- J.) At the request of the filing Member, the Chairman Potestas may determine that the penalty under review shall not be executed until the appeal of the said penalty has been resolved. Otherwise the penalty shall be executed promptly. If the Chairman Potestas temporarily defers execution of the penalty, but later denies the appeal in whole or part, the Chairman Potestas may reinstate the original penalty as of the Penalty Notice or take such other action as the Chairman Potestas deems appropriate to place into effect in whole or in part the Penalty Notice including disallowance of finishing position, points and/or prize money otherwise earned in any Event during the period of temporary deferral of the penalty.
- K.) The Chairman Potestas may require the appellant to post a bond to cover the costs of the appeal and/or any reasonable and foreseeable economic impact to the sanction and/or series and/or other Members that may be caused by the appeal. If the Chairman Potestas requires such a bond, its form and substance shall be at the discretion of the Chairman Potestas.
- L.) The Chairman Potestas may summon, either orally and/or in writing at the Chairman Potestas' sole discretion any World Racing Group Member and/or participant and/or Official to testify at a hearing. Any Member who is summoned to testify in a hearing and fails to do so may be subject to indefinite suspension and/or other penalties as deemed appropriate by the Chairman Potestas and World Racing Group.
- M.) World Racing Group has the right to publish the judgment of the Chairman Potestas and the names of the parties involved. A party shall have no claim and/or cause of action of any kind against World Racing Group, the Chairman Potestas and/or the publisher.
- N.) The administrative remedies for any appeal included here represent the complete and final process. If the appealing member seeks remedy through the court systems, the member agrees to the exclusive jurisdiction of the courts in Charlotte, North Carolina for the adjudication of any suit, action or proceeding. All costs and expenses incurred by WRG in responding to the action (including attorneys' fees) shall be borne by the appealing Member.
- O.) If the member initiates within any court whether administrative appeal commission process is completed or in process a suspension penalty, if applicable, may be extended by the time passed to reach the final resolution of the administrative appeal panel and/or any court action.
- P.) All decision of the Chairman Potestas shall be final.

15.0 World of Outlaws Craftsman Late Model Rules

ANY CAR, TEAM AND/OR DRIVER THAT DOES NOT MEET THESE SPECIFICATIONS AND/OR EQUIPMENT REQUIREMENTS WILL BE

**SUBJECT TO PENALTIES AS DETERMINED BY THE WORLD OF
OUTLAW LATE MODEL SERIES OFFICIALS.**

- ❖ **The specifications published shall be considered a section of the “*Official Rules and Specifications*” for all events, series and sanctions by World Racing Group. All sections should be considered when determining specifications and governance.**

15.1 Engines

- A.) Only conventional type V-8 engines with the cam in the block will be permitted. There will be no limit on the cubic inch displacement.
- 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. Vehicles that require a ‘push start’ will not be permitted.
- F.) Only a single distributor and magneto will be permitted. Coil pack and/or engines that have individual ignition systems, electronic or mechanical for each cylinder 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.

15.1.2 – Transmission/Driveline and Driveline Components

- A.) 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.
- C.) All cars must be equipped with a working self-starter.

15.1.3 – 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.

15.1.4 – Rear End

- A.) Any type of rear end differential / center section will be permitted.
- B.) Live-axle type rear ends will not be permitted.
- C.) Independent rear suspensions will not be permitted.
- D.) Floater-type wide-five hub assemblies will be the only hub assemblies permitted.
- E.) **The axle housing must be of the “closed tube” design utilizing “full floating” magnetic steel axle shafts.**
- F.) **The center section of the axle housing must be manufactured of either aluminum or magnesium.**
- G.) **Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic, heavy materials will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.**

15.2 Fuel, Fuel Cells and Fuel System

- A.) **All cars must have fuel cells that meet and/or exceed FT3 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.) The entire container must be visible for ease of inspection.
- D.) 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.
- E.) **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.**
- F.) The fuel pick up must be positioned on the top or right side of the fuel cell and be constructed of steel. The fuel pick up must have a check valve.
- G.) Only racing gasoline or alcohol will be permitted for competition. Nitrous oxide, nitro-methane and/or propylene oxide will not be permitted.
- H.) For the purpose of inspection, the driver and/or crew must be prepared to drain fuel upon request for inspection and/or measurement.

- I.) Only mechanical and/or belt driven fuel pumps will be permitted. Fuel injection system(s) and/or electrical fuel pumps and/or any type of pressurized fuel system will not be permitted.

15.3 Electrical Systems, Batteries, Electrical Accessories:

- A.) **The battery must be securely mounted with positive fasteners and brackets.**
- 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.**

15.4 Exhaust - Muffler and Sound Reduction Devices

- A.) The exhaust flow must be parallel to the ground. Exhaust systems that direct the flow toward the ground will not be permitted.
- B.) All exhaust systems/headers must end with a collector.
- C.) 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.

15.5 Traction Control / Radio / Transmission Devices

- A.) 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.
- B.) Adjustable ping control devices, dial a chip controls, timing controls and/or automated throttle controls will not be permitted.
- C.) Adjustable restrictor plates will not be permitted.
- D.) Remote control components of any-type will not be permitted.
- E.) Radios and/or devices for transmitting voice and/or data will not be permitted.
- F.) Data acquisition systems will not be permitted.

15.6 Chassis/Frame

- A.) The minimum wheel base will be 103"-inches with a maximum wheel base of 105"-inches.
- B.) All frames must be fabricated from magnetic steel with a minimum of 2"-inches x 2"-inches or approved rectangular magnetic steel with a minimum material thickness of .083"-inches.
- C.) A minimum of 1.75" Outside Diameter magnetic steel tubing, 4130 Chrome Moly or DOM with a minimum material thickness of .083"-inches, will be permitted for frames that are fabricated from round tubing.
- 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.

15.7 Weight / Ballast (refer to 5.3 E-J for additional weight specifications)

- A.) The total weight of the car with the driver will be;
 - a. A minimum of **2,350 lbs** as weighed on the track scales for a car with an aluminum engine block.
 - b. For any car using the Chevrolet Performance 602 or 604, A minimum of **2,250 lbs** as weighed on the track scales.
 - c. At specified events a minimum of **2,300 lbs** as weighed on the track scales for a car with a Steel Block engine.
- B.) Weights up to 50 lbs must be positively fastened by 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.
- C.) **All 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 weight attachment.**

- F.) Weights 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.) Weights attached to the rear bumper and/or outside the frame will not be permitted.
- I.) Pellet-type and/or liquid-type weight/ballast will not be permitted.
- J.) Driver operated weight adjustment, 'weight jacking' devices will not be permitted.
- K.) The scales used for the event, provided by the series or the track will be considered the official scales for the event.
- L.) Scales will be available for any team to verify its car weight and determine the scale weight.
- M.) Officials will allow a car to re-scale two times by pulling off scale and pulling back on. Reading of the third attempt will become the entered weight.

15.8 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.**

15.9 Body (Refer to diagrams 1 - 4 attached)

15.9.1 – 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,
- C.) The driver's last name must be placed in legible letters on both doors or the rocker panels

15.9.2 - 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.) 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.
 - N.) **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**

15.9.3 – Nosepiece

- A.) Only approved nosepieces will be permitted. A list of approved manufactures and part numbers for competition in World of Outlaw Late Model and UMP DIRTcar competition follows:

- a. Dominator – The Official Nose of DIRTcar
 - b. MD3 – Performance Bodies
 - c. ARP Air Speed nose
 - d. Five-Star MD3 type
 - e. Performance Bodies/Five Star MD3 2015
 - f. **Performance Bodies / Five Star 2016 Evolution**
- B.) Approved nose assemblies must be installed per the manufactures 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.) The nose shall remain flat above the nose lip/wicker bill. Alterations and/or additions may be made to this area other than cooling holes will not be permitted.
- 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.) **A maximum of three two inch holes may be drilled into the nose for the sole purpose of air flow for engine cooling purposes. No ducts of any type will be allowed.**

15.9.4 - 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.) Any sun/antiglare shields may not exceed a 4" drop from the top roof line, and must hinge for easy exiting.
- 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) may not overlap.
- K.) Only single plated roofs will be permitted.
- L.) The maximum thickness of the roof at any point will be 1/2"-inch.
- M.) The roll cage and associated frame members above the interior panels (decking) must remain open. Enclosures will not be permitted.

15.9.5 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 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 side window area may be covered with clear Lexan and/or equivalent type material, be cut out and/or represented by a decal. Both roof support openings must be covered and/or both must be left open. The left and right side openings must be the same size with a tolerance of one (1) inch.
- D.) The left and right side window panels must match.
- E.) A maximum bow of two (2")-inches outward on the window side panels as viewed from behind will be permitted.
- F.) The front roof supports up to 2"-inches in width must extend forward to the rear of the hood.

15.9.6 Front Fenders, Fender Flares and Hood

- A.) The hood and the front fenders must be level and flat from the left to the right side of the car.
- B.) The outside edges of the hood and/or the fender must remain inside the overall bodyline.
- C.) 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.

- D.) The front fender flares must be made of plastic and must not alter the original shape of the nose piece.
- E.) 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.
- F.) The front fender flares must be flat across the entire width of the car. **Front fender flairs shall not extend, bubble or rise more than a maximum of four inches (4") at any point of the front fenders and/or hood.**
- G.) The front fender flares must have collapsible supports.

15.9.7 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 82"-inches in width when measured at the bottom of the doors in the center of the car.

The doors must not exceed 37"-inches in height when measured from the ground to the top of the door. **The measurement from the ground to the top of the door, on both sides of the car – right door and left door, must measure within one inch (1") variance.**

- C.) The door sides may not break inward from the top 76"-inches and bottom 82"-inch measurements. Hollow and/or belled doors will not be permitted.
- D.) The minimum ground clearance will be 3"-inches.

15.9.8 Quarter Panels

- A.) The maximum distance from the center of the rear hub to the top quarter of the panel is 52"-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 86"-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 48"-inches.
- G.) G.) The maximum height from the ground to the top of the rear deck at

the top of the rear quarter panel is 38"-inches.

- H.) A minimum of 2"-inches of tire clearance between the tire and the body will be required.
- I.) Skirting that extends behind the rear quarter panel will not be permitted.

15.9.9 Spoilers and Spoiler Braces/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"-inches from that point. 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.

15.9.10 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 single rock guard (Lexan screen) tapered back from the steering wheel to the height of 1"-inch in line with the driver's chest providing the 11"-inch minimum clearance is met at any point from the roll cage to the body and/or rock guard.
- 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.

15.9.11 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.
- 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.

15.10 Rear Suspension & Suspension Components

A.) General

- 1) 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.
- 2) Rear suspension must utilize either coil or leaf springs.
- 3) Rear suspension configuration used on current and new chassis(s) must be the design commonly known as four (4) link. Older cars currently competing with other rear suspension designs will be allowed to compete until further notification at the discretion of the Series Director.

B.) Axle Housing, Rear Differential

- 1) **The axle housing must be of the “closed tube” design utilizing “full floating” magnetic steel axle shafts.**
- 2) **The center section of the axle housing must be manufactured of either aluminum or magnesium.**
- 3) **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.

- 4) 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.**

C.) Rear Suspension Frame Mounts

- 1) 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.
- 2) The only materials used to fabricate frame suspension mounts that will be permitted are magnetic steel or aluminum.
- 3) Frame suspension mounts may be either a single or double shear configuration for mounting suspension components.
- 4) 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.
- 5) 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.

D.) Axle Housing Mounts

- 1) Only one (1) axle-housing mount per side will be permitted.
- 2) **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.**
- 3) **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.**
- 4) Axle housing mounts may be a solid (welded) type or a floating type (birdcage) design.
- 5) 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. .

- 6) 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 rotational and pivoting movement as a result of suspension travel will not be permitted.
- 7) 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.

E.) Rear Suspension Attaching (Radius) Rods

- 1) A maximum of two (2) attaching (radius) rods per side will be permitted.
- 2) The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum
- 3) Attaching (radius) rods may be solid or tubular material. The material may be round or hexagon in shape.
- 4) 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.
- 5) The final assembled attaching (radius) rod must not have the capability to change length dynamically by any means or devices.
- 6) 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.
- 7) 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.
- 8) 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.
- 9) 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.
- 10) 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.

F.) Rear Droop Limiter

- 1) One (1) droop-limited chain per side will be permitted.
- 2) The droop limiting chain may incorporate bump stops and/or springs.
- 3) The droop limiting chain must attach to a collar or bearing type mount on the rear axle tube and to the frame assembly directly above the lower mount. Chains to the rear axle mount (birdcage) will not be permitted.
- 4) Droop limiting chains must be mounted so that when taunt they are as close to vertical as possible.

G.) Torque Control Devices

- 1) Lift arm assemblies and pull bars will be permitted.
- 2) Only one (1) torque control device may be used.
- 3) 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.
- 4) The forward end of the lift arm may use a spring over shock assembly (5th coil), a spring or bushing, and a limiting chain.
- 5) 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.

H.) Rear Springs

- 1) Coil springs or leaf springs will be permitted.
- 2) Coil springs must be manufactured from magnetic steel. Leaf springs must be manufactured from either magnetic steel or approved composite material.
- 3) **Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.**
- 4) **Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.**
- 5) **Other than spring dampening by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted.**

15.11.1 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
 - J.) One (1) shock will be permitted at the right rear wheel
 - K.) 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.
 - L.) One (1) shock will be permitted mid-ship at the front of the lift arm assembly.
 - M.) 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.
 - N.) Prior to introduction into competition a new design shock absorber must be submitted to World Racing Group / World of Outlaws Craftsman Officials for approval. Shock absorber manufacturers may be required to provide a board of components for inspection and display.

15.11.2 Steering Components

- A.) Only one power steering pump allowed

15.12 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) bars 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.

15.13 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.) **Approved fastening (nut assembly) systems:**
Keyser Manufacturing, part #100 7-101.
Wehrs Man. Part # WM377A-312 Aluminum 5/16 / WM377S-312 Steel 5/16
Triple X Chassis Part # SC-WH-7810(1" spring) / SC-WH-7820(1 3/8" spring)
Pit Stop USA Part #:
Smith Precision Products Part # MC-516-18
- H.) **Only aluminum wheel spacers will be permitted.**

15.14 Tires

- A.) For the 2017 World of Outlaw Craftsman Late Model racing season, an open tire rule is in effect, provided, the tires meet the 2017 World of Outlaw Craftsman Late Model Series Tire Specifications.
- B.) The maximum size for any tire in competition is 11"-inches x 29"-inches x 15"-inches, unless otherwise specified in written form to all

competitors.

- C.) The maximum outside circumference of the tire will be 93"-inches, unless otherwise specified in written form to all competitors.
- D.) The maximum width of the tires measured from the outside edge(s) of the sidewalls across the face of the tire will be 16 ¾"-inches. There will be a tire hoop used for inspection and the tire must pass through the tire hoop freely, without any manipulation or outside contact.
- E.) The tire rule for any event may be amended in written form, to all competitors per any technical bulletin.
- F.) 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.
- G.) Chemical alterations, vulcanizing, tire softening, defacing and/or altering the face of the tire lettering and/or tire stamping will not be permitted. Chemicals or tire softening is not permitted at any time. Tires may be inspected at any time. Any violation with any tire presented for competition may result in immediate disqualification from the events and/or other penalties including but not limited to; loss of money, fine, loss of points and/or suspension.

15.14.1 Tires UMP DIRTcar Weekly Racing & Special Event Rules

- A.) Only the Hoosier LM20, LM30S and LM40 tires will be permitted for competition. The weekly sanctioned track has the option to choose from any of the selected tire compounds.
- B.) Only approved tires will be permitted for use in competition.

15.15 Personal Safety Equipment – see section 3.0

15.16 Fire Suppression

- A.) **All racecars must 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 two (2) thermally activated discharge nozzles.**
- B.) **All systems must meet or exceed SFI 17.1 specifications.**
- C.) **Systems must be fully charged with ten (10) lbs. of Dupont FE-36 or 3M NOVEC 1230 and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that or beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.**
- D.) **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.**

- E.) **The cylinder must be connected to the nozzles with steel or steel reinforced lines.**
- F.) **Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle located in the driver cockpit area.**
- G.) **An optional manual override cable may be used.**

15.17 Other

- 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 and/or the car is in its designated pit stall. All covers shall be removed prior to the car leaving its designated pit stall.
- 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 World of Outlaw Craftsman Late Model 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.

15.18 Series Decal and Patches

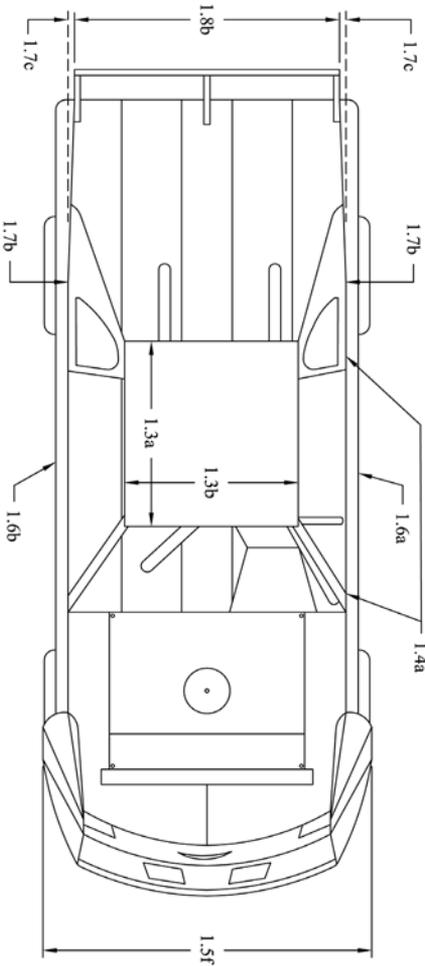
- A.) All participants will be required to display decals as provided on the decal verification sheet prior to entering into competition. If any required decal is not displayed loss of any awarded money will be the penalty.
- B.) The World of Outlaws Craftsman Late Model Series decal is required on both sides of the car for all cars participating in the event. The decal shall be visible from both sides of the car. Preferred location is at the base of the front a-post on the door panel. Alternative location or a secondary location is the outer spoiler vertical blade.
- C.) The World of Outlaws Craftsman Late Model 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 World of Outlaws Craftsman brand logo must be placed as high as possible on both sleeves of the driver's uniform. Driver must display the series patch on their uniform to receive point

fund awards.

- 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 World of Outlaws Craftsman Late Model 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 World of Outlaws Craftsman Late Model 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 \$500 fine. Any extenuating circumstances will be considered.
- G.) Team Transports and/or Souvenir Transport/Trailers if commercial vehicles, will be required to display the World of Outlaws Craftsman Late Model Series logos in three locations (driver side, passenger side and tailgate). The display size will be as follows; 24"-wide x 27"-tall – Team Transports 18"-wide x 24"-wide Souvenir Trailers.
- H.) 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 World of Outlaws Craftsman Late Model Series Officials.

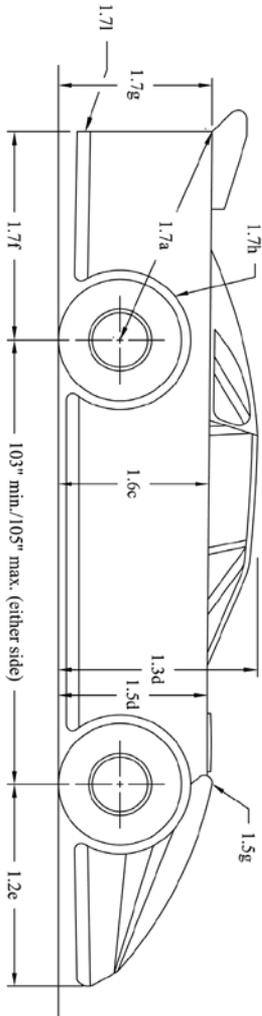
16.0 Drawings

- 1.3a - Roof length must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
- 1.3b - Roof width must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- 1.4a - All roof side panels must extend to edge of decking.
- 1.5f - Front fender flares cannot extend beyond from tire more than one inch (1") in width with the wheels pointed straight.
- 1.6a - Door cannot exceed seventy-six inches (76") in it's entirety at top of door.
- 1.6b - Door cannot exceed eighty-two inches (82") in width at the bottom in the center of car.
- 1.7b - The quarter panels cannot exceed seventy-six inches (76") in width at any point behind the center of the rear hub as measured at the top.
- 1.7c - Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, equally on both sides.
- 1.8b - Maximum spoiler width is seventy-two inches (72").

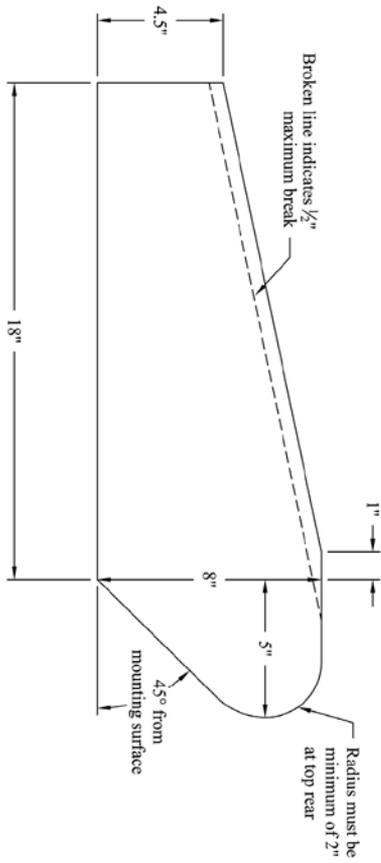


LATE MODEL
TOP VIEW DIMENSIONS

- 1.2e - Stock Nosepiece can extend a maximum of fifty-two inches (52") from center of front hub to farthest point extending forward.
- 1.3d - Roof height must be between forty-five (45") and forty-eight inches (48") from the ground.
- 1.5d - Front fenders can not exceed thirty-seven inches (37") in height measured from the ground.
- 1.5g - The front fender flares may not be higher than fenders by more than two inches (2").
- 1.6e - Doors can not exceed thirty-seven inches (37") in height measured from the ground.
- 1.7a - Fifty-two inches (52") maximum center of rear hub to top corner of quarter panel.
- 1.7f - Forty-eight inches (48") maximum length from center of rear hub to end of quarter panel.
- 1.7g - Thirty-eight inches (38") maximum height from top of deck to ground.
- 1.7h - Minimum of two inches (2") tire clearance from body.
- 1.7i - Any skirting can not extend beyond the quarter panel.



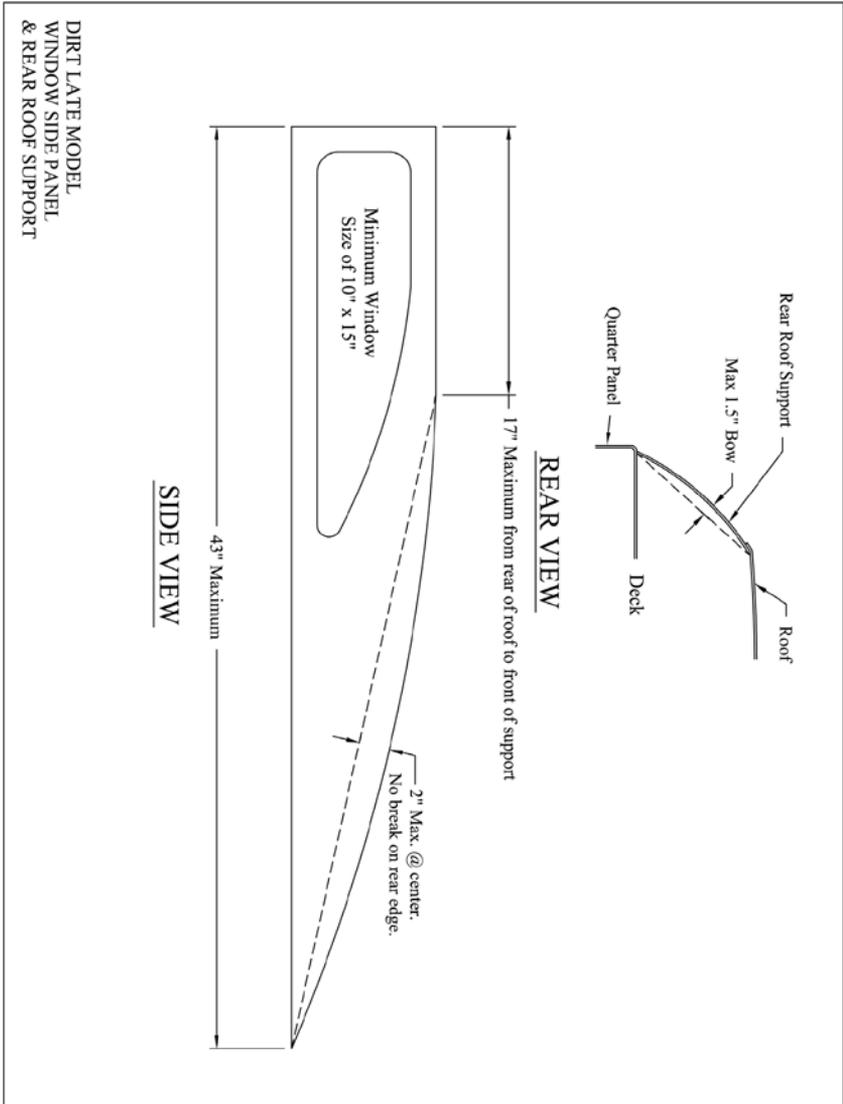
LATE MODEL
SIDE VIEW DIMENSIONS

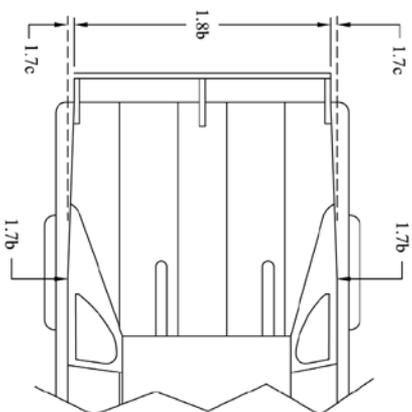


No more than three (3) spoiler supports permitted. Front edge of supports must be in line.

Dimensions Have Zero Tolerance

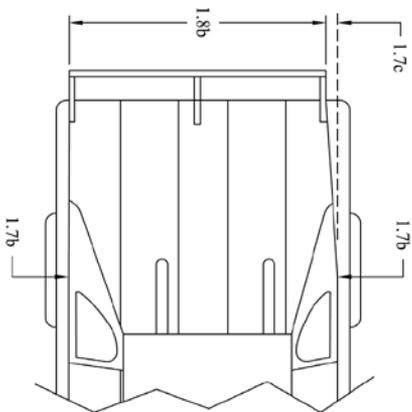
**DIRT LATE MODEL
SPOILER SUPPORTS**





Option 1

Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, equally on both sides.



Option 2

Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, on the left side only.

LATE MODEL REAR
QUARTER PANEL OPTIONS



WORLD RACING GROUP

SUBSTANCE ABUSE POLICY TERMS AND CONDITIONS

I. PURPOSE.

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

II. PROHIBITIONS.

A. Prohibited Substances.

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

B. Prescriptions and Over-the-Counter Medications.

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 event 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.

Misuse of a prescription or over-the-counter medication by Participants, including, without limitation, use that is inconsistent with the instructions provided by the manufacturer, pharmacist, and/or the prescribing physician, is strictly forbidden. WRG reserves the right and ability to prohibit the use or

misuse of any particular prescription or over-the-counter medication, and to deem such use or misuse detrimental to the safety of Participants, the sport, and/or others. Any medication that causes Participants to have a diminished or impaired ability to perform his or her duties at a WRG event shall be deemed to be prohibited for the purpose of this Policy. The illegal acquisition and/or distribution of any prescription or over-the-counter medication is also strictly prohibited.

C. Alcohol.

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.

III. TESTING BASED UPON REASONABLE SUSPICION.

WRG can require a Participant to submit to a test or tests for the presence of alcohol, drugs or medications if a WRG event, sanctioning body official, or Administrator official has reasonable suspicion that the Participant has violated any part of this Policy or has impaired or diminished abilities to perform as a result of using a prohibited substance. Pursuant to this Policy, testing may be performed using breath, urine, saliva, and/or blood. WRG also reserves the right and ability to determine that Participants are under the influence of alcohol, drugs, or medications through the use of a physical field test checking physical impairments or diminished capacities.

Circumstances and factors that may cause WRG to have reasonable suspicion include, without limitation the following:

- A. Illegal substances or illegal drug paraphernalia is observed in the possession of the Participant at any time;
- B. The Participant is observed exhibiting one or more of the following symptoms or behaviors, which can potentially be associated with the use of alcohol, drugs, and/or medications:
 - 1) Physical signs of red or droopy eyes, and/or dilated or constricted pupils;
 - 2) Slurred speech, stumbling, or hyperactivity;
 - 3) Needle marks present on the Participant's body;
 - 4) Repeated unexplained disappearances from an event;
 - 5) A constantly running or sniffing nose, or a nose that appears consistently red or irritated;
 - 6) The inability to understand or track time, exhibited, for example, by the Participant being regularly tardy or absent from appointments or commitments;

- 7) Chronic forgetfulness or broken promise;
 - 8) An abnormal number of accident during events;
 - 9) Involvement in conduct which violates WRG safety procedures or involvement in careless acts during a WRG event;
 - 10) Inability to concentrate, lack of recollection, and/or lack of attention;
 - 11) Mental confusion, paranoia, or the presence of abnormal or unreasonable thoughts and ideas;
 - 12) Exhibitions of violent tendencies, loss of temper, irritability, or unreasonably aggressive behavior;
 - 13) Statements by a Participant that may indicate that he or she uses prohibited substances;
 - 14) Extreme personality changes and/or mood swings;
 - 15) Noticeably declining personal hygiene and appearance;
 - 16) A pattern of abnormal conduct;
 - 17) Violation of WRG rules or a failure to follow safe practices; and
 - 18) Evidence of attempts to falsify, alter or modify prior alcohol or drugs tests.
- C. The Participant is charged with, suspected of, or arrested or convicted for driving while under the influence of alcohol, drugs, medications, or other prohibited substances;
- D. The Participants is charged with, suspected of, or arrested or convicted for any type of drug related offense;
- E. The WRG receives information from a reliable source that the Participant is under the influence of alcohol, drugs, medications, or other prohibited substances on the day of a WRG event, or that the Participant is using, possessing, distributing, or selling illegal drugs or other prohibited substances at any time.
- F. The smell of alcohol or other prohibited substance is evident on the person of any Participant on the day of any WRG event.
- G. The results of an examination or test administered by, or at the request of WRG, indicates evidence that the Participant is or was using a prohibited or illegal substance, or the Participant is abusing alcohol;
- H. The Participant attempts to alter or manipulate a specimen used in connection with testing under this Policy, or the Participant attempts to alter or manipulate the results of any such testing or examination.

IV. RANDOM TESTING.

Participants understand and acknowledge that WRG reserves the right and ability to implement (in its sole discretion) a random and/or annual testing procedure and require Participants to submit to such testing. The selection of Participants to submit to random or annual testing shall be made by either the WRG or Administrator.

V. AUTHORIZATION FOR TESTING; WAIVER AND RELEASE; COMPLIANCE.

If a WRG Participant refuses to sign, execute, and/or deliver an authorization for testing in connection with this Policy, and/or the “WRG Substance Abuse Policy Waiver and Release, Express Assumption of the Risk, and Indemnity Agreement” prior to participation in WRG events as required by WRG, the Participant will not be issued membership in, or a license to, WRG, and the Participant will not be permitted to participate in WRG events. In such a circumstance, if a Participant is already a member, and/or already has a WRG license, the Participant will be suspended until he or she complies with all requirements of this Policy.

Upon request pursuant to this Policy, Participants must comply and submit to testing within the time period designated by the WRG or Administrator officials. If a Participant refuses to comply with or participate in testing within the time period designated by the WRG or Administrator officials, the Participant may be removed from WRG event premises and suspended from competition. In such a circumstance, the Participant will also be subject to additional disciplinary action pursuant to this Policy.

VI. COLLECTION PROCEDURES AND TESTING PROTOCOLS.

A. Participant Notification Procedures.

WRG shall designate and assign certain WRG officials (hereinafter “Site Coordinator”) with the responsibility to carry out the following notification procedures with due care and diligence:

- 1) Designated Site Coordinator will be given a list of selected Participants by assigned Drug Testing Personnel (hereinafter “Collectors”) or WRG Officials.
- 2) Each selected Participant shall be notified in person of their selection to provide a urine sample by the Site Coordinator.
- 3) Each selected Participant shall be escorted directly to the testing area by the Site Coordinator or another assigned WRG official unless that Participant has a valid reason for a delay in reporting. Valid reasons for a delay in reporting may include, but are not limited to; pre or post competition obligations, media, medical requirements, and award ceremonies.
- 4) If the selected Participant is allowed a delay in reporting to the testing area, s/he shall be monitored by the Site Coordinator or another assigned WRG official until the selected Participant is able to report to the testing area.
- 5) The Site Coordinator shall inform the selected Participant to bring a valid form of photo identification to the testing area and to avoid over-hydrating in order to ensure a valid urine sample provision.

B. Collection of Urine Specimens.

The Administrator shall designate and assign Collectors with the responsibility to collect urine specimens and to carry out the following procedures with due care and diligence. Collectors should immediately inform a WRG or Administrator official if a Participant does not comply with any of these procedures.

- 1) Only those authorized by the Collector will be allowed in the

- testing area.
- 2) The Collector shall not be responsible for providing food or fluid to Participants.
 - 3) Upon entering the testing area, the Participant will provide photo identification to the Collector. If the Participant does not have photo identification, the Site Coordinator or another WRG official will positively identify the Participant by signing their name in SCAN.
 - 4) The Participant will select a unique set of beaker barcode numbers from a selection of such and that number will be recorded in SCAN by the Collector.
 - 5) The Participant may not carry any item into the testing area when a specimen is being provided.
 - 6) The Participant must remain in visual contact with the Collector until the specimen collection is complete.
 - 7) When ready to urinate, the Participant will select a sealed beaker from a supply of such. The beaker will be kept in the Collector's sight at all times.
 - 8) A Collector who is the same gender of the Participant providing a sample, will accompany the Participant into the toilet area and will instruct the Participant to rinse their hands with water only (no soap).
 - 9) The Collector, serving as the validator, will monitor the furnishing of the urine specimen by the Participant under direct visual observation until a specimen of at least 50mL is produced. The Collector must have a clear and unobstructed view of the passing of the specimen.
 - 10) If the Participant is unable to provide a complete specimen and must leave the testing area for a reason approved by the Collector, the Participant must either: (i) remain with the Collector and during this time the Participant is responsible for keeping the beaker closed and controlled under the observation of the Collector; or (ii) the incomplete specimen must be packaged in accordance with the Partial Specimen Protocol below. The Participant will be monitored by an assigned WRG official or Collector at all times until they return to provide a complete specimen at a time determined by the Collector.
 - 11) The Collector who served as the validator and observed the furnishing of the urine specimen will attest by signature in SCAN that the specimen was provided under their direct observation.
 - 12) In the presence of the Participant, the Collector will pour off a small amount of the specimen and measure the specimen's specific gravity ("SG"). If the specimen has a SG below 1.005, the specimen will be discarded in the toilet in the presence of the Participant and the Participant will be required to provide additional specimens under direct observation until a specimen of adequate SG requirements (≥ 1.005) is provided.
 - 13) When a specimen with adequate volume and SG has been provided, the Participant will select a unique specimen number and sealed specimen collection kit from a supply of such. The Collector will ask the Participant to make sure that all numbered

- specimen seals match.
- 14) Under observation of the Participant, the Collector will open the sealed specimen collection kit and pour no less than 30mL of urine into the larger "A-Vial" and no less than 15mL of urine into the smaller "B-Vial". The Collector will then place the uniquely numbered seals on the vials and seal the vials for transportation to the laboratory back into the kit box that they were originally sealed.
 - 15) The Collector and the Participant will attest by signature in SCAN that the collection procedures were followed.
 - 16) The Collector may provide the Participant with a form that includes the date of the specimen collection, the Participant's name, and specimen number.
 - 17) All specimens must be secured and controlled by the Collector at all times until handed off to FedEx. If reasonably feasible, the Collector should deliver specimens to a FedEx location as soon as possible following the completion of the collection. If circumstances do not allow for the shipment of the specimens on the same day as the collection, the Collector should store the specimens in a cool and secure location until delivery to FedEx.

C. Partial Urine Specimen Protocols

Participants who provide a partial urine specimen (*i.e.*, a urine specimen less than the required 50mL) and are required to leave the testing area for an approved reason by the Collector or Site Coordinator must be monitored by an assigned WRG official or Collector until they return to the testing area. The partial specimen will be packaged as outlined below.

- 1) The partial urine specimen must remain in the collection beaker.
- 2) The Participant will select a set of specimen seals provided from a supply of such.
- 3) The set of specimen seals includes five bar code seals (a seal for the A vial, a seal for the B vial, a shipping box seal, a seal for the Specimen Processing Form and a seal for the Participant's copy of the Specimen Processing Form) and one blank extra seal.
- 4) The Collector will place a Specimen Processing Form bar code on the white and pink copy of the Participant's Specimen Processing Form.
- 5) The Collector will have the Participant initial or sign the blank extra seal and place it on the beaker containing the partial urine specimen in such a way that the act of opening the beaker would cause the seal to be broken.
- 6) The Collector will place the sealed beaker in the larger compartment of a plastic shipping bag.
- 7) The Collector will seal the plastic bag in the same manner it is sealed for shipping of a complete specimen.
- 8) The Collector will have the Participant initial or sign a tamper evident seal placed on the bag in such a way that any subsequent seal breakage or tampering would be evident to the Participant.
- 9) The sealed, initialed specimen will remain with the Collector in

the testing area.

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

D. Testing Laboratory.

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

E. Testing Specifics.

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

VII. DISCIPLINE.

A. Positive Tests.

Any tests conducted under the Policy will be considered "positive" under the following circumstances:

- 1) If any prohibited substance is detected in the specimen provided by the Participant.
- 2) A Participant fails or refuses to take a test pursuant to Section IV

or otherwise engages in activity that prevents the collection of a specimen under the Policy.

- 3) A Participant attempts to substitute, dilute, mask or alter a specimen, attempts to impair the excretion of a prohibited substance in a specimen, or attempts to tamper with a test in any way (including, but not limited to, catheterization, specimen substitution and/or adulteration).

B. Sanctions Concerning All Prohibited Substances.

- 1) Upon being notified by the designated Administrator official (or officials) of a true positive test result for a WRG Participant, the WRG Officials shall inform that Participant of the positive result and the following sanctions shall apply. **First Offense:** Participants will be withheld from competition for 90 days from the date of the test and fined \$1000. This suspension term may be reduced to 60 days with the completion of an alcohol or drug-education program. Reinstatement will be conditional on two negative tests over the final 14-day period of the suspension and payment of the fine (Note: a positive result on a re-test will count as a second offense).
- 2) **Second Offense:** Participants will be withheld from competition for 180 days from the date of the test and fined \$2500. This suspension term may be reduced to 120 days with the completion of an enhanced alcohol or drug-education program. Reinstatement will be conditional on two negative tests over the final 14-day period of the suspension and payment of the fine (Note: a positive result on a re-test will count as a third offense).
- 3) **Third Offense:** Participants will be withheld from competition for 365 days from the date of the test and fined \$5000. Reinstatement will be conditional on three negative tests over the final 30-day period of the suspension and payment of the fine

The determination of whether a test is “positive” under section VII.A.2 or VII.A.3 shall be made by the WRG in its sole determination. A Participant who violates Section VII.A.2 or VII.A.3 shall be considered to have tested positive for the category of prohibited substance in which he/she was attempting to avoid detection. If, following a suspension (and the enforcement of any other disciplinary action), a Participant desires to resume participation in any way in a WRG event, the Participant must obtain approval from the WRG Appeals Board and/or WRG Supervisory Officials and must voluntarily submit himself or herself to follow up, and regularly scheduled, testing as deemed necessary by the WRG Supervisory Officials and/or Board. Such follow up testing shall be conducted in a manner, and under certain conditions, as determined necessary by the WRG Supervisory Officials and/or Board. The follow up testing as determined by the WRG Supervisory Officials and/or Board shall also be conducted solely at the expense of the Participant. In the event that a suspended Participant submits to follow up testing and such testing shows no evidence of a prohibited substance, the WRG Supervisory Officials and/or Board may reinstate the Participant, assuming the Participant is otherwise eligible to participate, and assuming that the Participant agrees to make himself or herself available for future random tests without the need for

reasonable suspicion. Such random testing shall be conducted as the WRG Supervisory Officials and/or Board sees fit, shall take place at any time and at any WRG event, and shall be conducted at Participant's sole expense.

C. Appeals.

An appeal of a penalty imposed by any violation, as stated in the World Racing Group Substance Abuse Policy, are dictated by Section 12 of the General Rules and Specifications. Appeals will require a \$500 administrative fee. All other aspects of Section 12 will apply.

D. Therapeutic Use Exemptions.

Participants may have illnesses or conditions that require the use of a prohibited substance as treatment. In such a case, a Therapeutic Use Exemption (hereinafter "TUE") may, under strict conditions, provide a Participant with the authorization to take a needed medicine during competition. In no instance will an actively competing Participant be granted a TUE for a substance that would impair their ability to compete or endanger other Participants or spectators. If a TUE is approved that would impair a Participant's ability or endanger other Participants or spectators, that Participant will not be allowed to compete while undergoing such approved treatment. All TUE's will be reviewed by the WRG and in conjunction with a designated Medical Review Officer (hereinafter "MRO"). In order to obtain an approval for a TUE, a Participant must have a well-documented medical condition supported by reliable and relevant medical data.

E. Publication.

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

VIII. PROHIBITED ACTED UNDER THIS POLICY.

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

IX. TREATMENT FOR ALCOHOL, DRUGS, OR MEDICATIONS.

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

Participant's efforts to obtain professional help, and it will consider the results and successful completion of programs and assistance.

X. WRG RULES.

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