

2026 DCMP

Dodge City Motorsports Park Off Road Racing

SXS Rules



The following rules and regulations are solely applicable to the Dodge City Motorsports Park Off Road Racing Series, herein referred to as 'DCMP' SXS Championship Series events. This Rulebook is intended as a guide for the conduct of the DCMP Series and is in no way a guarantee against injury or death to participants, spectators, or employees. Please direct any questions to DCMP.

Interpretation and Application: DCMP Officials interpretation, clarification, or application will prevail upon disagreement or dispute regarding the meaning or application of the DCMP rules. Notwithstanding the foregoing or any other provision in the DCMP Rule Book, DCMP may review an interpretation, clarification, or application of the rules where the DCMP Official deems such review to be necessary.

Production UTVs only. Production UTV definition: Production UTVs are vehicles manufactured by registered companies, i.e.; Polaris, Can-Am, Artic Cat, Yamaha, etc. that issues Vin #'s

Racing rules may be amended or changed at any time. The amendment/change is also effective upon the date of publication.

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GENERAL AGREEMENTS

Interpretation and Application

If there is a disagreement regarding the meaning or application of the DCMP rules, the interpretation and application by the DCMP officials at the event shall prevail. This decision is final and non-appealable.

Finality of Interpretation and Application

All participants, including but not necessarily limited to competitors, team owners, sponsors, and officials, expressly agree that determinations by DCMP officials as to the application and interpretation of the rules are non-litigable, and covenant that they will not initiate or maintain litigation of any kind against DCMP, Racing Venues or anyone acting on its behalf with respect to such determinations. In the event that a participant violates this covenant and initiates litigation, it is agreed that the participant will reimburse DCMP for all litigation costs and that the right to a trial by jury will be waived. DCMP reserves the right to take any other action hereunder, including suspension, termination, or loss of any/all series points earned for violation of this covenant not to sue.

General Agreements

By submitting an entry and/or participating in any activity related to a DCMP event, a participant agrees to the following:

All rules set forth in the DCMP rules and its amendments are applicable and will be followed.

All decisions of DCMP officials are final, non-appealable, and non-litigable.

All participants voluntarily assume the risk of damage to the race vehicle, the driver, pit crew, or any other person and have no claim for said damages against DCMP, track owners, officials, agents, or employees of DCMP.

DCMP will not be responsible for the adequacy of a participant's race vehicle, equipment, or racing activity.

All participants assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or to or from the racing areas.

All participants understand the risk of serious injury or death, which may result from racing, and that participants solely assume that risk when choosing to participate in a DCMP event. No entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against the owners, promoters, track builders, race operators, DCMP officials, agents or directors arising from damage to any vehicle, personal injury or death, or monetary loss of any kind whatsoever. All entrants, pit crew members or vehicle sponsors who voluntarily participate in

any racing activities conducted under these rules, waive any claim they may have against the owners, promoters, track builders, race operators, DCMP officials, agents, vendors, employees, volunteers, or directors.

Any person who performs an act or participates in actions deemed by DCMP as detrimental to UTV/SXS racing or to a racing venue: a disqualification and/or loss of Series points, and/or loss of finishing position(s) in the event, and/or suspension may be imposed. This includes postings/comments on all social media platforms.

Force Majeure. DCMP & our racing venues assume no responsibility whatsoever for delays, postponements or cancellations of all or part of an event for any reason, including inclement weather, acts of God, or unsafe course conditions.

DCMP reserves the right to refuse entry to any applicant, team, competitor, entrant, participant, or any other person, to any event for any reason.

No participant may enter the racing areas (to include the pit area) unless he/she has personally signed all required entry forms, waivers, release of liability forms, and pit permits applicable to the event or venue.

Advertising and Promotion Release – Each participant, by entering an DCMP event, grants to DCMP and authorized agents and assigns a license to use and sub-license on an exclusive basis with regard to the products/services of the series sponsors, and otherwise a non-exclusive basis, his/her name, likeness and performance, including photographs, images and sounds of the participant and/or any of the participant's race vehicles in any way, medium, or material for promoting, advertising, and publicizing any DCMP event or related telecast or programming. Each participant hereby relinquishes to DCMP in perpetuity all rights there to for such purposes.

Telecast and Other Rights

Each participant, by entering a DCMP event, acknowledges that DCMP, and licensees and assigns, exclusively and in perpetuity own any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect, or record by any means, process, medium or device whether or not currently in existence, all images, sounds, and data arising from or during any DCMP event or the participant's performance in the event. DCMP is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and into any other works, copyrightable or otherwise, created from the images, sounds, and data arising from or during any DCMP event or the participant's performance in the event. Each participant agrees to take all steps reasonably necessary, and all steps requested by DCMP, to protect, perfect or effectuate DCMP ownership or interest in these rights. Each participant agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement that would contravene, diminish, encroach, or infringe upon these DCMP rights.

Substance Abuse

No DCMP participant (driver or crew member) may use or be under the influence of alcohol, drugs or any other controlled substance while competing. The Series reserves the right to require drug testing in order to assist its enforcement of the Series' no alcohol and no drugs policy. Decision on drug testing and disciplinary action (which may include but is not limited to immediate ejection from an event, a fine, suspension, and/or a denial of further entry to any DCMP events) is at the sole discretion of the DCMP officials.

Vehicular Acts of Aggression

In the event that DCMP officials deem that a Driver committed premeditated intentional acts of aggression with their vehicle toward another driver's vehicle at any time during the event, subject driver will be placed on indefinite probation and will receive a disqualification from that event. Any driver that is involved in a subsequent offense of premeditated acts of aggression with their vehicle toward another driver's vehicle will be subject to review by the executive management of DCMP and may carry further extreme penalty which can include suspension and or permanent suspension and expulsion from the series. Any driver using their vehicle and attempting to cause another driver bodily harm or cause substantial equipment damage will be disqualified and removed from the property immediately for the remainder of the event and will be subject to further penalties, fines, and DCMP officials will exercise the right to allow the local authorities to deal with the situation within all limits of the law.

Physical Altercations

Any competitor or team member involved in a personal confrontation where one person touches another with intent of physical harm to the other will be placed on indefinite probation and the Series may impose additional disciplinary sanctions given the severity of the offense.

General Procedure

If it comes to the attention of DCMP officials that a participant has violated a rule or has acted in a manner that is detrimental to SXS/UTV racing or to DCMP, and the act warrants a penalty, the member will be notified by DCMP officials of the violation, the circumstances involved, and the penalty imposed.

Emergency Action

DCMP reserves the right to take temporary emergency action against a participant in the event that he/she acts in a manner that can be considered as a threat to the orderly conduct of an event. Such action may include ejection from premises, suspension, or any other action designed to remove the threat created. Consumption of alcohol or drugs before or during an event, fighting, inappropriate driving, and failure to obey any flag or other directive of a DCMP official are examples of conduct that would warrant emergency action.

General Scope of Penalties

Penalties for violation of DCMP rules are determined by the severity of the violations and the effect on fairness of competition, the orderly conduct of the event, and the interests of off-road racing and DCMP. Penalties may include, but are not limited to: disqualification, probation, suspension, fines, or loss of points.

Disqualification

A DCMP Race Director or Series Director may disqualify a participant from an event or from the racing premises for any action deemed detrimental to the sport, DCMP or the event.

General Conduct

No participant or team member is allowed to act in an unprofessional manner towards any DCMP official at any time during the race event time. Any discussion or communication during a race weekend with the DCMP Race Director will be done at a specific time and location. Discussing an infraction/disqualification may not be done during a “Live Track” or race.

REGISTRATION

Entry Requirements

In order to compete in a DCMP event, a participant must complete and submit an official entry for each event by the deadline specified. Preregistration is highly recommended for all classes and is available at a discounted rate for DCMP Members. Online Registration will be at <https://DCMPoffroadracing.com/race-registration>. Registration will also be open at race location prior to the start of the drivers meeting. ALL Drivers must sign the racing waiver and acknowledgement of rules. A Transponder will be required. Race Ready transponders will be available for sale or rent at racer registration. ALL RENTED transponders must be returned at the end of each main event. Failure to return a rented transponder will result in the full purchase amount due. If you have a Race Ready Transponder from another series, please let registration know, and if possible, that transponder can be ported over and used for our scoring at no-charge.

Entry Approval

Acceptance of any entry is at the discretion of DCMP. A participant is not eligible to compete until registration is received and approved by DCMP regardless of fees submitted. Drivers must compete in their designated or assigned skill level and may not “ride down” at any DCMP events i.e., riders that compete at the “pro” or “expert” level in any other series or events must compete at the “pro” level at any DCMP event. This applies to any DCMP series and non-series events. Drivers determined to be competing out of class will be removed from the race results for that event and prohibited from competing further in such class, and the class rescored. In addition, the rider will forfeit all prior championship points earned in the current year during their ineligibility for the class. Objections to class eligibility must be supported by data and will be accepted up to 48

hours after results are posted. Late Entries – In the event an entry is submitted after the specified deadline, DCMP may accept the late entry with a late registration fee. *Refund Policy* – All refunds must be requested through DCMP Racing director within 7 days of the scheduled event. Once a vehicle enters the racecourse, whether in practice or competition, a refund can no longer be issued. Gate fee is separate from race entry and will be determined and collected by the venue. Wrist bands from the Main Gate of each venue must be worn at all times. Failure to have wristband will delay any Tech Inspection or entry to the Track.

Race entry fees

Race entry fees are as follows:

- Pro Turbo and Pro N/A \$150.00 per class
- Amateur Turbo and Amateur N/A (Youth 800/1k) \$100.00 per class
- All other adult classes \$100.00 per class
- Youth (800 and under) \$75.00 per class
- All Kids classes \$50.00 per class

Practice Fees

There will be a \$30 charge for practice on Fridays.

Transponder Rental

Transponders are required to be fitted to each vehicle participating in any DCMP racing event. Transponders are available for rental for \$50. This fee is charged in addition to race entry fees. All Rented Transponders must be returned at the end of each main event. Failure to return a rented transponder will result in a charge of up to the full purchase amount due.

Tech Inspections

Every driver MUST check-in at Racer Registration in order to receive transponder/tech sheet prior to lining up for Tech Inspection. Transponders and Tech Sheet is mandatory for all participants, and failure to provide those items at Tech Inspection will result in loss of position and placed at the back of the line.

Responsibility

It is the responsibility of every participant to ensure your registration information matches the number on your race vehicle.

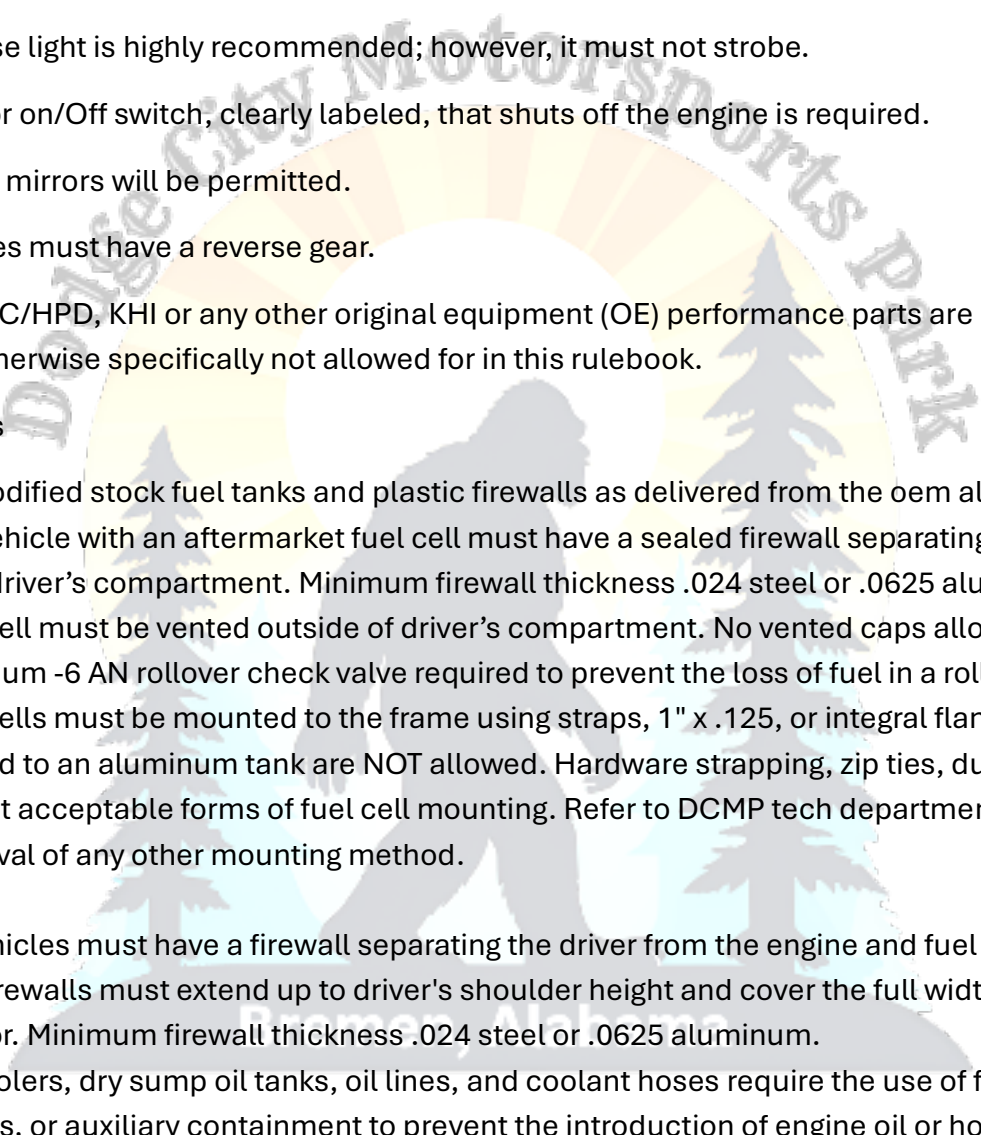
Driver's Meeting

All Drivers must attend the mandatory drivers meeting at posted scheduled times at racer registration/staging area. Failure to attend will mean loss of staging position. If driver is unable to attend: It is the responsibility of the driver/racer to send a member (codriver) or member of their pit crew to stand in for them. We will discuss track conditions, staging procedure, flagging, and any other pertinent information that is necessary for the event.

VEHICLE ELIGIBILITY

Production UTVs only. Production UTV definition: Production UTVs are vehicles manufactured by registered companies, i.e.; Polaris, Can-Am, Artic Cat, Yamaha, etc. Other manufacturers, such as Trailmaster, Vitacci or Cazador, CFMoto are eligible, with prior DCMP approval, and must meet all requirement, including Tech Inspection. Only vehicles, parts, components, and equipment determined by DCMP officials to meet the specifications set forth in the stated rules are eligible to compete in a DCMP event. Determinations can be made at any time before, during, or after an event.

- 1) All new models/brands are subject to series pre-approval process which may include (but is not limited to) inspection, track time and data collection before being deemed legal for competition. To be considered for approval to run for the series championship during the 2023 season, all new models must be available and on dealership floors at least 30 days before the first event. Models that do not meet this requirement may be approved to run on a probationary status but will not be allowed to run for the season points.
- 2) All Machines are subject to be examined and tested by officials at any time prior to, during, or after the event and may be disqualified if found to be in violation.
- 3) Full roll cage is required. An Aftermarket cage is mandatory for PRO classes. Terminated tube ends must be as short as possible with flat ends or radius ball ends. No pointed or sharp tube ends allowed.
- 4) Doors/door panels are mandatory, no half doors on side of car where driver or passenger is present. RS1 must have full doors both sides.
- 5) A Roof is required on all vehicles in every class.
- 6) Stock front fascia, front fenders, and rear fenders are required in all classes.
- 7) Fire extinguishers or fire suppression systems are mandatory.
- 8) Five-point harnesses are mandatory for any driver and passenger seat, if applicable. All harnesses must meet SFI spec 16.1 or 16.5.

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- 9) Window nets are required on driver side. They are also required on passenger side if there is a passenger in the car. All window nets must meet SFI 27.1. Arm restraints may be used in place of window nets and must meet SFI 3.3.
- 10) RS1s must have nets on both sides. Arm restraints may be used in place of window nets and must meet SFI 3.3.
- 11) Clearly visible numbers on both sides of vehicle are mandatory.
- 12) Rear chase light is highly recommended; however, it must not strobe.
- 13) Key and/or on/Off switch, clearly labeled, that shuts off the engine is required.
- 14) Rear view mirrors will be permitted.
- 15) All vehicles must have a reverse gear.
- 16) GYTR, HRC/HPD, KHI or any other original equipment (OE) performance parts are allowed unless otherwise specifically not allowed for in this rulebook.
- 17) Fuel Cells
- a) Unmodified stock fuel tanks and plastic firewalls as delivered from the oem allowed.
 - b) Any vehicle with an aftermarket fuel cell must have a sealed firewall separating fuel cell from driver's compartment. Minimum firewall thickness .024 steel or .0625 aluminum.
 - c) Fuel cell must be vented outside of driver's compartment. No vented caps allowed. A minimum -6 AN rollover check valve required to prevent the loss of fuel in a rollover.
 - d) Fuel cells must be mounted to the frame using straps, 1" x .125, or integral flanges. Tabs welded to an aluminum tank are NOT allowed. Hardware strapping, zip ties, duct tape, etc. are not acceptable forms of fuel cell mounting. Refer to DCMP tech department for pre-approval of any other mounting method.
- 18) Firewalls
- a) All vehicles must have a firewall separating the driver from the engine and fuel cell/tank. All rear firewalls must extend up to driver's shoulder height and cover the full width of the interior. Minimum firewall thickness .024 steel or .0625 aluminum.
 - b) Oil coolers, dry sump oil tanks, oil lines, and coolant hoses require the use of firewall, shields, or auxiliary containment to prevent the introduction of engine oil or hot coolant from entering driver's compartment.
 - c) Stock unmodified plastic firewalls when used with stock fuel tanks as delivered from the manufacturer are allowed.
- 19) Fuel Types -Acceptable fuels include:
- a) Pump gasoline including E-85
 - b) Racing gasoline, as originally manufactured, including E-85 - E-90

- c) Methanol, Nitromethane, Propylene Oxide, Polypropylene Oxide, or any other oxides or additives are NOT allowed.
- d) The use of any fuels or alternative fuels not listed above requires approval from the DCMP tech department before the start of any event.

FORMAT

UTV/SXS racing will follow a qualifying and 2-race format (RACE 1 & RACE 2)

All classes will run a 2-race format, with a RACE 1 and a RACE 2, with a set number of laps, with finishing position in RACE 1 determining your starting position for RACE 2. Number of Laps will be pre-determined at each event based on the overall length of the track layout. The combined overall points from RACE 1 and RACE 2 finish will determine the overall score. The overall score will count toward your year end point standings. Both races (RACE 1 & RACE 2) are assigned points, and it's the overall combined score from BOTH races, that determines overall score. All drivers who take the checkered flag under power (no pushing across) will receive a score, regardless of the number of laps they have completed. Driver's which complete over 50% of the required number of laps per race but are unable to take the checkered flag under power will also receive a finish position.

Classes

The 4 class designations are:

- a) **KIDS:** Ages 6-12 Stock/Limited/Modified/
- b) **YOUTH:** Ages 12-17 Stock/Limited/Modified/ Youth Under 800/ Youth 1K
- c) **AMATEUR:** Beginner/Novice/Women's Level
- d) **PRO:** Professional level

Practice/ Qualifying

Practice is timed for the sole purpose of racers obtaining lap times. Practice/Qualifying sessions are timed for the purpose of qualifying positions for race 1. Practice times (both total time and individual lap times) have no bearing on either race (Race 1 or Race 2). Scheduled Practice sessions will be posted along with individual classes permitted. Race numbers and transponders must be installed for any practice session. All vehicles must be inspected before entering the racetrack for practice.

Racing Format

Racing takes place over 2 races. Both races count towards your overall event finishing position, but the second race is most important based on how points are awarded. Race points are earned

based on your finishing position in each race. The lowest combined points score between race 1 and race 2 determine the overall finishing order for the event. Season points are awarded on the overall finishing order for the event, not per individual race. Note: It is important to understand the difference between race points and season points. Race points are what you earn in each individual race. The sum of your race points sets the overall finishing order for the event. The season points are awarded based on your overall event finish. Race points do not total into your season points.

DNF/DNS

Definition and Scoring: Any racer who crosses the line and gets the checkered flag is considered a finisher, even if they are down 1 or more laps. A racer who fails to get the checkered flag will be marked as DNF (did not finish). A racer who did not start the race is marked DNS (did not start). A start is considered anyone who takes off from the starting line under their cars own power, even if they only make it 1 foot past the line. The penalty in points for a DNF is +1 point for every Lap not completed, in addition to however many points your position earns in the wave/race. For example, if there are 7 cars in your wave/race and 2 cars are a DNF, the DNF cars will earn 6 and 7 position respectively, based on who completed the most laps in the least amount of time before dropping out. Any racer who is marked as DNS for both race 1 and race 2 will be removed from the class for the event and earn no season points for the weekend. If a racer has a DNS for race 1 but is able to start race 2 they will receive the points associated with their finishing position. If a racer has a DNS for race 2 only, they will receive last place points.

Race 1 Format & Scoring

Grid Order- All Classes: The grid order for race one is based on qualifying results. Anyone who does not participate in qualifying will be placed in the last row.

End of Race: The checkered flag comes out when the first car to complete all laps crosses the finish line. If you get lapped (even if you started in a later wave than the car lapping you), your race is complete once the checkered flag comes out. The overall elapsed time of your race is calculated from the time your wave gets the green flag until the time you get the checkered flag. Your elapsed time has no bearing on your finishing position and points for race 1, but it will be used when setting the grid order for race 2 (explained under "race 2" section).

Race 2 Format & Scoring

Grid Order: The grid order is set based on your finishing position in race 1. Anyone who does not participate in Race One will be placed in the last row.

Race Start: All drivers will start together on the green flag.

Race Points

Race points will be earned based on where you finish in your race. Your finishing position in your race is the number of points you get. For example, 1st place gets 1 point, 2nd gets 2 points, 3rd is 3 points, and so on. Please review N for Points System.

Season Points: Season points are earned based on your finishing position in race 2 at each event. If you DNS both races in a class, you will receive no season points for the weekend. Season points earned are Listed in section N Points & Scoring.

TIMING AND SCORING

Official Scoring

All decisions of the designated DCMP official scorer for an event are final unless a recheck has been requested by a driver or a DCMP official. All teams are required to purchase or rent transponders. Transponders can only be purchased/rented through DCMP or Race Ready and numbers must be recorded with DCMP officials.

Transponders

Drivers are responsible for the installation of all transponders. Transponders which have been rented from DCMP will come fully charged, with the required holder if not already fitted. Any entry without a properly charged, properly installed, functioning transponder may not be scored and may be subject to further penalty.

- Transponders must be mounted as specified. See class rules for required locations.
- ALL RENTED Transponders must be returned at the end of each main event. Failure to return a rented transponder will result in a charge of up to the full purchase amount due.

SAFETY Responsibility

Off road racing is a dangerous sport. Each participant assumes the risk of bodily injury, death, or property damage when he/she participates in an event. Although safety is a concern, DCMP Racing cannot be held responsible for the safety of participants.

Safety First

DCMP considers safety the top priority and works with competitors, manufacturers, and outside experts to exchange information regarding safety designs, products, practices, and procedures and to publish and amend rules to reflect the latest safety practices as needed. DCMP is not and does not claim to be an expert in safety standards, designs, practices, or procedures, nor is DCMP a standards organization or a designer, manufacturer, facility, or vehicle design.

Inspection

All officials and participants are obligated to inspect the racing facilities, safety personnel, equipment, and conditions at the track on a continuing basis throughout the event. Any inadequacy should be reported to senior DCMP official immediately.

Responsibility of Participants

Participants are solely responsible for their own safety when performing duties as a driver, owner, or crew member and should carry out these duties in a way that ensures minimum amount of risk or injury to themselves and others. DCMP does not provide medical insurance for its competitors, and we strongly urge you to not compete without it. Medical Insurance is the sole responsibility of the Competitor and Passenger.

Responsibility of DCMP and or venue

DCMP will NOT be responsible for the adequacy of a participant's race vehicle, equipment, or racing activity.

Injury Reports

Any participant involved in an accident while on the racing premises must report to a DCMP official before leaving the premises if able to do so, or as soon as the participant is physically able. If a competitor requires medical attention, by track or other medical teams, the medical technician must release competitor before he/she may return to competition. Failure to comply with advice of the medical technician will result in disqualification from competition for the remainder of the event.

Inclement Weather

Events may be conducted regardless of weather conditions. In the event of excessive rain or other unfavorable conditions, it may be necessary for the Race Director to alter the order of the event schedule, including, but not limited to: adjusting the length of races or practices, and/or delaying or stopping the program completely. Should a delay occur the Race Director will make every effort to resume the schedule in a timely fashion if conditions allow.

Driver's Meeting

All Drivers must attend the mandatory drivers meeting at posted scheduled times at racer registration/staging area. Failure to attend will mean loss of staging position. If driver is unable to attend: It is the responsibility of the driver/racer to send a member (codriver) or member of their pit crew to stand in for them.

Track Walk

Any authorized track walks must be done with small vehicles (pit bike, UTV, golf cart) and no official race vehicles, no large vehicles. Track walk should be with extreme caution, and no one should be driving / riding any faster than the 10 miles per hour. No team member or driver is permitted to go onto the racetrack at any time other than authorized track walk times or with explicit permission from a DCMP official.

FLAGS

There are several flags/and or lights throughout the racecourse.

- 1) **Green** - Green Flag (Start/Restart) – All race vehicles must remain in appropriate positions until the race is started as outlined below signifying the start or restart of the race. The Official Starter will indicate the start of the race by waving the green flag.
- 2) **Yellow** - Caution flag to signify a disabled racer or obstruction on the course. SLOW YOUR SPEED IMMEDIATELY to 25mph. The Safety ZONE is a minimum of 100'ft before the incident and a minimum of 50'ft past the incident. Drivers passing, jumping, racing through a yellow flag zone, or otherwise ignoring a displayed yellow caution flag will be penalized at the discretion of the Race Officials. Penalties may include loss of position, loss of laps, disqualification, and is not an appealable disqualification. A call on the Race receiver by the Race Director of Yellow is to be treated the same as seeing the yellow flag displayed. Only DCMP safety personnel will attend to race vehicles and drivers involved in caution incidents. DCMP officials may request assistance from trained crew members as needed, but other than that, crew members may not enter the racetrack to assist their vehicles. Multiple vehicles may be charged with a caution infraction.
- 3) **Red** - Red Flag (Race Stop) – ALL Race vehicles must stop in a safe matter immediately, regardless of your scored position on track. Failure to obey the red flag will result in disqualification. This is not an appealable disqualification. Repairs, refueling, or service of any nature is not allowed during a red flag. A Red flag designates a complete restart before one lap has been completed. Timing on the restart is at the discretion of DCMP officials. c. **Blue** - Blue Flag with Diagonal Yellow Stripe (Passing Flag)– Race vehicles given this flag must prepare to yield to overtaking traffic.
- 4) **Black** - Black Flag (Penalty) – Race vehicle must immediately report to the pits and remain until released by a DCMP official. A black flag penalty will be displayed at the finish line. The black flag may be displayed for rough driving, an unsafe vehicle, failure to acknowledge other flags, failure to adhere to DCMP rules or directives, and other offenses at the discretion of DCMP.
- 5) **White Flag** (One Lap to Go) – Display of the white flag at the finish line means the leader has started his/her last lap.

- 6) **Checkered Flag** (End of Race) – display of the checkered flag at the finish line means the race is completed. All vehicles must go to the designated finish area and remain there until released by a DCMP official. When the checkered flag is displayed to the leader, the balance of the field receives the checkered flag in the same lap. Finishing position will be awarded according to most laps completed in the allocated amount of time, whether the vehicle is still running or not.

SAFETY GEAR

- 1) Full Face helmets are mandatory. Helmets must be certified to a minimum of DOT/SNELL SA 2010 or SFI 24.1 and better. This is required for ALL classes.
- 2) Protective eyewear must be worn if a visor is not included on the helmet.
- 3) One-piece or 2-piece Dual Layer fire suits are required. The suits must cover from the neck to the ankles and to the wrists. All suits must have the SFI label attached and meet SFI Specs. (SFI 3.2/5 Specs Recommended) No Single layer suits allowed. Nomex undergarments strongly recommended. NO KART Racing suits allowed.
- 4) Drivers must wear gloves and driving shoes that have the SFI 3.3/5 or higher label attached. Gloves may not be modified or have any holes in them. If at any time any DCMP official notices a driver missing a fire suit/glove, the driver will be black flagged from the track immediately and they will be parked for the duration.
- 5) All driver apparel must be clean, in good condition, and free from rips or worn areas.
- 6) Safety harness with 5 attachment points is required. Safety harnesses must meet one of the following ratings: SFI Spec 16.1 or 16.5. Safety harness with SFI certification must not be used after 2 years (24 months) after the manufacturing date, or in the event that they have an expiration date must not be used after the expiration date.
- 7) Safety harness with FIA certification must not be used after 5 years (60 months) after the manufacturing date.
- 8) A quick release lap belt not less than three inches wide is required. A 2-inch belt may be used provided it is certified to specs above. Both ends of the lap belt must be fastened to the roll cage. Bolt in style belts must be fastened with high quality grade 8 or better bolts, not less than $\frac{3}{8}$ ". Clip in style belts must be cotter pinned or safety wired. Cam Lock type belts are allowed.
- 9) Two shoulder belts are mandatory and must be securely attached behind the driver's seat. If they are looped around or pass over the roll cage, a steel guide welded to the cage that will prevent the belt from sliding side to side is required. However, if you have pass-throughs integrated into your seat, that will be allowed, and no steel guide required.

- 10) 5th point belt (Sub Harness) is required and must be securely mounted to the lower seat frame or roll cage at the bottom, and to the lap seat belt on the top.
- 11) Head and neck restraints are **REQUIRED** in all classes any time the vehicle is on the track. R3, Hans, Hybrid or other restraint certified to SFI spec 38.1 with a legible sticker attached are allowed.
- 12) The head and neck restraint, when connected, must be mounted, configured, maintained, and used in accordance with the manufacturer's instructions.
- 13) It is the responsibility of the driver to ensure that his/her restraint is correctly installed, maintained, and properly used.
- 14) Radios: Radios must be of two-way voice communication type only. Each race team is responsible for meeting FCC requirements.
- 15) Radio communication between drivers is not permitted. No communication is allowed from race UTV/SXS to race UTV/SXS, while on the track at the same time.
- 16) All radio frequencies are subject to DCMP approval.
- 17) Spotters are allowed for all race teams. Internal Radio communication is permitted between drivers/passengers in the same UTV/SXS and their respective Pit Crews/Spotter. Drivers may be penalized for inappropriate spotter behavior.

MINIMUM AGE REQUIREMENT

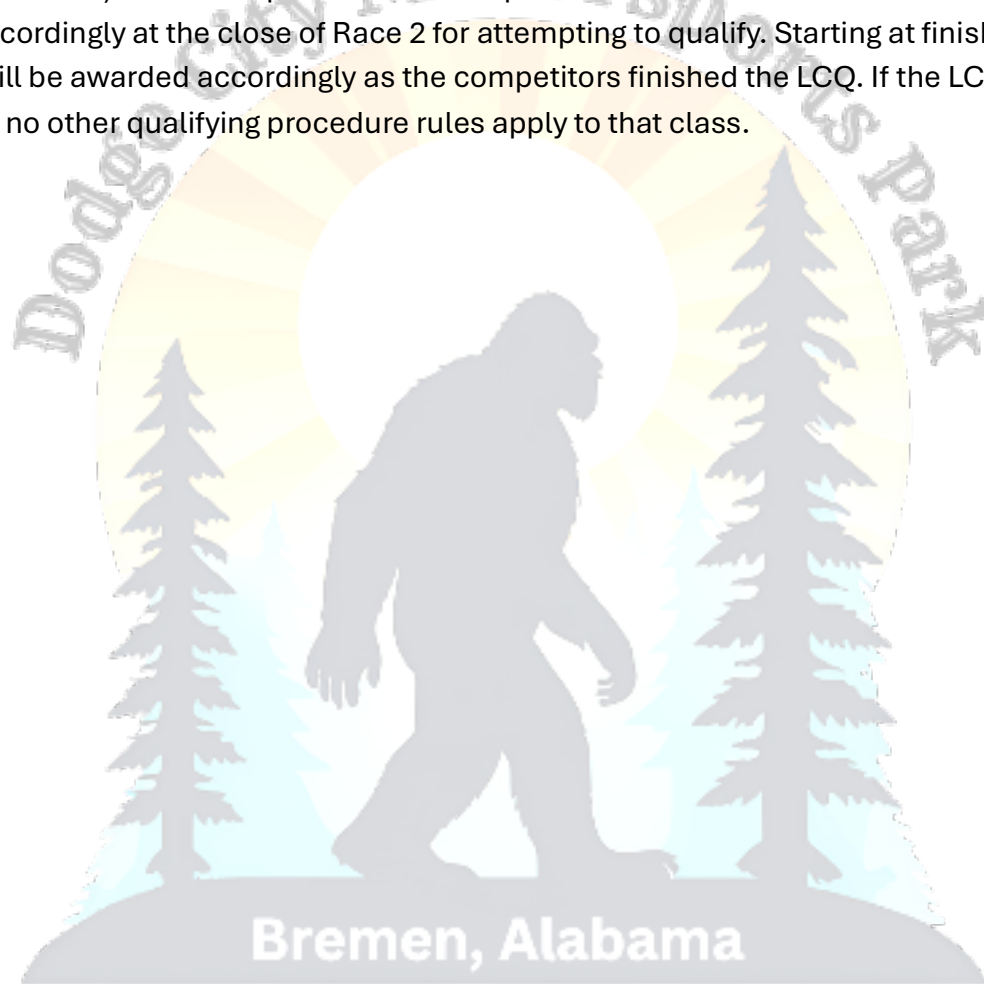
- 1) Competitors (drivers and passengers) must be at least 18 years of age at the time of the event. Competitors 17 and under are only allowed if parent or guardian is present at the event to sign liability waiver. Riders in this age category may be required to present their birth certificate and have a parent or guardian present (with photo ID).
- 2) All drivers are responsible for their actions as well as their entire pit crew.
- 3) Racing age is your age on the first day of January 2023. Youth racers must race your age at the beginning of the 1st round of the Series. For example, a Youth racer is 8 years old on January 1, July 18th is their birthday, and they will be turning 9, they must race as an 8-year-old for the entire calendar year. However, a youth driver may voluntarily advance to a higher age division if he/she is eligible to do so, but once a youth rider advances to the higher age division, he/she may not return to the younger age division.
 - a) 170 classes are for ages 6-12 and may be required to present birth certificates. Further age brackets within this are defined per individual 170 classes below.
 - b) 800cc & under class (YOUTH 800 N/A) ages can be 12 years or older.
 - c) YOUTH 1k N/A (1000cc) ages 13 to 17 years old.

- d) Women's N/A class ages can be 13 years or older.
- e) Amateur/Expert 1000cc class is for ages 18 and older.
- 4) In order to drive in a class, other than one above at an age less than 18 years old, you must have raced an SXS/UTV for at least 2 years and/or be approved by a race director. Riders in this age category must also present their birth certificate and have a parent or guardian present (with photo ID). All riders under the age of 18 who wish to participate in a group above their age group MUST submit a resume and Age Exemption Application to the DCMP Director before being allowed to compete. The DCMP Direction will provide a decision regarding approval within 48 hours.
- 5) Pro Class competitors must be at least 18 years of age the time of the event.
- 6) Drivers may be removed from competition, qualifying, or testing any time at the sole discretion of a DCMP official.

RACING CLASSES

- 1) Safety equipment is required for all classes.
- 2) Nitrous or any other pressurization and/or injection type system will not be allowed in any class.
- 3) ALL SXS/UTV's must submit to a Technical Inspection, and any violation could be subject to disqualification and forfeiture of any and all race fees, and ANY/ALL points acquired during the series. SXS's may be randomly submitted to tech inspections throughout the weekend and at the end of main events. This includes weighing the SXS with driver & safety gear included.
- 4) Race officials will monitor lap times throughout the season, they will have full discretion to move a driver up a class as they see fit to keep the classes fair. Any driver wanting to move down a skill level will need to make a request to the race official for them to consider the move. Additionally, any points acquired from the lower/higher skill level will be forfeited and do not transfer up/down for the series.
- 5) All move-ups will also be at the discretion of the DCMP officials. Every effort will be made to maintain drivers competing in classes with drivers of equal ability. Our goal is to keep the Amateur class for Amateurs and Pro class for Professional drivers. The DCMP officials retain the right to upgrade according to ability. This rating will be in effect for future events.
- 6) All Competitors with an assigned race number, must be displayed on both sides of the race machine. Additionally, an assigned transponder (for scoring) is required. These transponders will be available for sale/rent at each event. Racers numbers are recorded within DCMP

If a racing class has more than 30+ entries, and the field is split into 2 groups, then each group will be given a chance to compete in his/her group only. If split into 2 groups each group will have its Race 1 and the top 8, from each Race 1, based on finishing position, will automatically progress to Race 2. The remaining competitors that failed to make the top qualifiers will be allowed to run in the LCQ race to make an attempt to race into Race 2. The top 2 competitors from the LCQ will progress to the Race 2. The 2 transfers from the LCQ will start behind the top qualifiers in the subsequent next 2 positions respective to their finish in the LCQ. When utilizing the LCQ procedure for any class the vehicles and competitors that fail to make Race 2 positions (for example 20 starters) will not be permitted to compete in Race 2 and will be awarded finishing positions accordingly at the close of Race 2 for attempting to qualify. Starting at finishing position 21, points will be awarded accordingly as the competitors finished the LCQ. If the LCQ procedure is employed no other qualifying procedure rules apply to that class.



KIDS Production 170 STOCK (Beginner/First Time level Driver)

This class is for ages 5- to 12-year-old Beginner Level competitors only.

- 1) UTV Polaris RZR 170cc, ACE 150. 4-Stroke Single Cylinder, 169cc, Carbureted/EFI engine.
- 2) This class intended for beginners, with only safety items required.
- 3) Displacement: Engine modifications or transmission modifications of any kind are not permitted. Exception: Transmission/ Pinion support bracket is allowed.
- 4) Intake: Must remain stock, no modifications allowed. Stock air intake system required including air box with stock type air filter. Aftermarket stock type air filter element allowed.
- 5) Final Drive gearing, specifically the front or rear sprocket, may be changed.
- 6) Turbochargers and Turbo upgrades are Not permitted. Nitrous systems are not allowed.
- 7) All vehicles must use stock engine cases and cylinder head. All vehicles must use the same fuel delivery system as stock and designed by the OEM. Throttle body/injector or carburetor must be stock (OEM).
- 8) Clutching: clutching changes or components is allowed.
- 9) Aftermarket Exhaust systems are NOT allowed. Stock ECU required. No aftermarket ECUs allowed. No piggyback fuel tuners allowed.
- 10) Safety nets and 5-point harnesses are required. Driver window net or wrist restraints are required.
- 11) Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.
- 12) Aftermarket wheels & tires are allowed.
- 13) Suspension: All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations. No other suspension changes allowed, including A -arms, axles, and swing arm, must remain stock. No long travel kits. Stock swingarm may be reinforced with gussets. "Wheel hubs" must remain stock.
- 14) Brakes must be stock and functional as delivered from the manufacturer, e.g., Polaris 170 (2) front calipers and (1) rear caliper.
- 15) Aftermarket seat is allowed for driver fitment.
- 16) Manufacturer plastics must not be removed, with the exception of the rear bed cover. Any other Weight removal is NOT allowed.
- 17) Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 18) Safety equipment is required. (See Driver Tech Safety items for requirements)
- 19) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
- 20) Weight Rule: Minimum of 650lbs with driver and all safety equipment.
- 21) Pinion Support bracket is permitted.

KIDS Production 200 STOCK (Beginner/First Time level Driver)

This class is for ages 5- to 12-year-old Beginner Level competitors only.

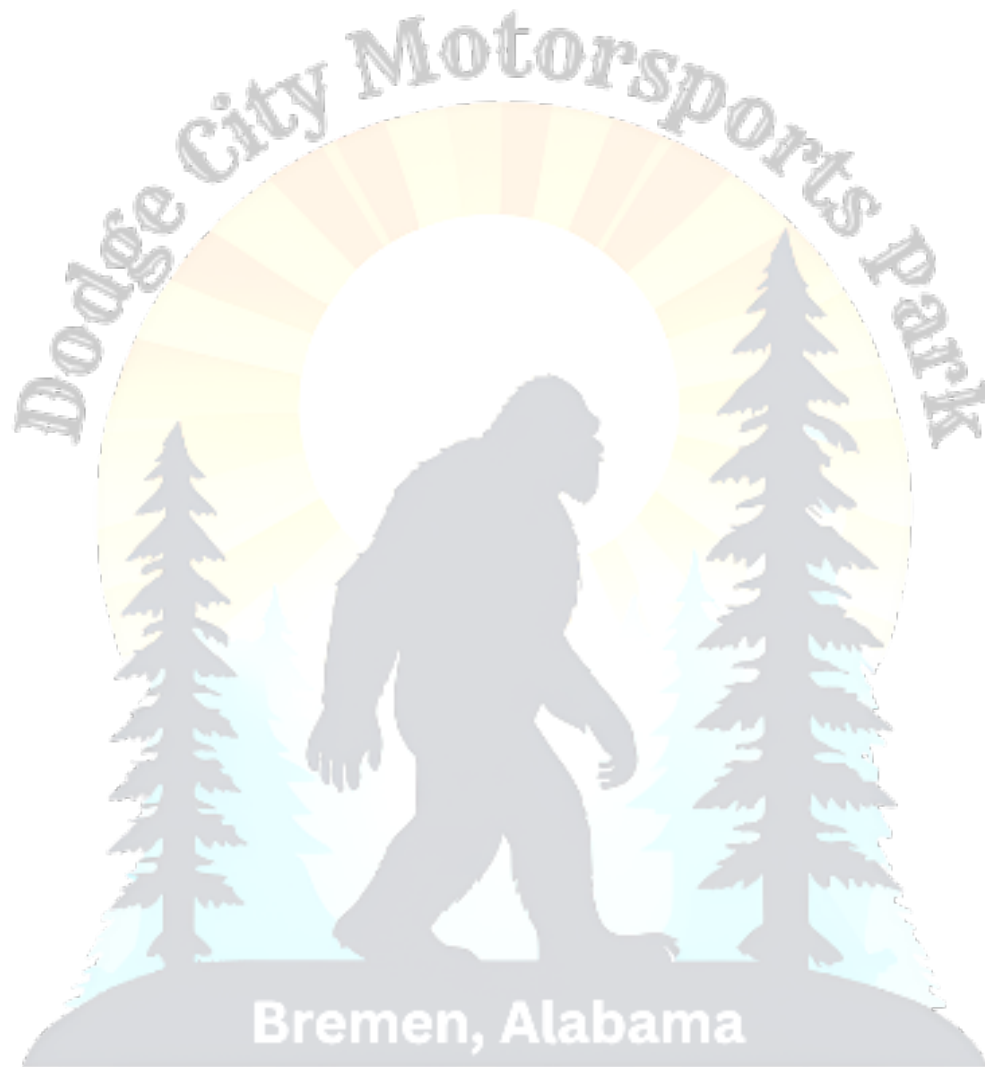
- 1) UTV Polaris RZR 200 (180cc), 4-Stroke Single Cylinder, /180cc, Carbureted/EFI engine.
- 2) This class intended for beginners, with only safety items required.
- 3) Displacement: Engine modifications or transmission modifications of any kind are not permitted. Exception: Transmission/ Pinion support bracket is allowed.
- 4) Intake: Must remain stock, no modifications allowed. Stock air intake system required including air box with stock type air filter. Aftermarket stock type air filter element allowed.
- 5) Final Drive gearing, specifically the front or rear sprocket, may be changed.
- 6) Turbochargers and Turbo upgrades are Not permitted. Nitrous systems are not allowed.
- 7) All vehicles must use stock engine cases and cylinder head. All vehicles must use the same fuel delivery system as stock and designed by the OEM. Throttle body/injector or carburetor must be stock (OEM).
- 8) Clutching: clutching changes or components is allowed.
- 9) Aftermarket Exhaust systems are NOT allowed. Stock ECU required. No aftermarket ECUs allowed. Piggyback fuel tuners accepted.
- 10) Safety nets and 5-point harnesses are required. Driver window net or wrist restraints are required.
- 11) Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.
- 12) Aftermarket wheels & tires are allowed.
- 13) Suspension: All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations. No other suspension changes allowed, including A -arms, axles, and swing arm, must remain stock. No long travel kits. Stock swingarm may be reinforced with gussets. "Wheel hubs" must remain stock.
- 14) Brakes must be stock and functional as delivered from the manufacturer, e.g., Polaris 200 (2) front calipers and (1) rear caliper.
- 15) Aftermarket seat is allowed for driver fitment.
- 16) Manufacturer plastics must not be removed, with the exception of the rear bed cover. Any other Weight removal is NOT allowed.
- 17) Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 18) Safety equipment is required. (See Driver Tech Safety items for requirements)
- 19) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
- 20) Weight Rule: Minimum of 650lbs with driver and all safety equipment.

KIDS LIMITED (Novice – Expert level Driver)

This class is for ages 6 to 12-year-old Novice to Expert Level competitors only.

- 1) UTV Polaris RZR 170cc, RZR 200, or HiSun Strike 250 Model.
- 2) See minimum age requirements section for further clarification.
- 3) Displacement: - Any modification to the OEM engine configuration – boring, replating, blueprinting cryotreating, etc. IS NOT ALLOWED, unless otherwise noted. No production-based class will have an engine modified from its OEM engine configuration as produced by the OEM. Engines found to be manipulated in any way will be grounds for disqualification, with the exception of upgrading to Polaris 200 RZR motor. You may use a 63mm flat top piston Cast with OEM wristpin location with either a Bored OEM cylinder or aftermarket air-cooled cylinder. Must use OEM Cylinder head. No milling or decking allowed. Base gaskets must remain OEM thickness. Stroke must stay 57.8mm
- 4) Intake: Throttle body/Carburetor must remain stock, but Intake filters may be changed. Aftermarket stock type air filter element allowed.
- 5) Max 204cc.
- 6) Transmission: All vehicles must use the OEM transmission and internals; however, transmission casing may be reinforced, including Transmission Pinion bracing. Aftermarket center cap is Allowed.
- 7) Weight removal is allowed.
- 8) If rear bed plastic is removed, the vertical portion of the bed plastic that extends up from the lower firewall must be maintained or must be replaced.
- 9) Rear firewall is mandatory.
- 10) Exhaust system, gearing, clutching and ECU programmers can be changed or added. Piggyback fuel tuners are allowed.
- 11) Aftermarket seat is allowed for driver fitment.
- 12) Seat harnesses 5pt are mandatory.
- 13) Window nets or arm/wrist restraints are mandatory. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) then both sides must have window nets.
- 14) Brakes must be stock and functional as delivered from the manufacturer, e.g., Polaris 200 (2) front calipers and (1) rear caliper.
- 15) Suspension upgrades are allowed, up to and including upgrading prior 2021 170 models to a dual a-arm front suspension. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations.
- 16) Turbochargers and turbo upgrades are not allowed.
- 17) Nitrous systems are not allowed.
- 18) Aftermarket roll cage, nerf bars, front/rear bumpers are highly recommended.

- 19) Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 20) Safety equipment is required. (See Driver Tech Safety items for requirements)
- 21) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.
- 22) Weight Rule: POLARIS 170's: 650lbs w/Driver and all safety equipment. HiSun 250's: 800lbs w/Driver and all safety equipment.



KIDS MODIFIED (Novice – Expert level Driver)

This class is for 6 to 12-year-old Novice to Expert Level competitors only.

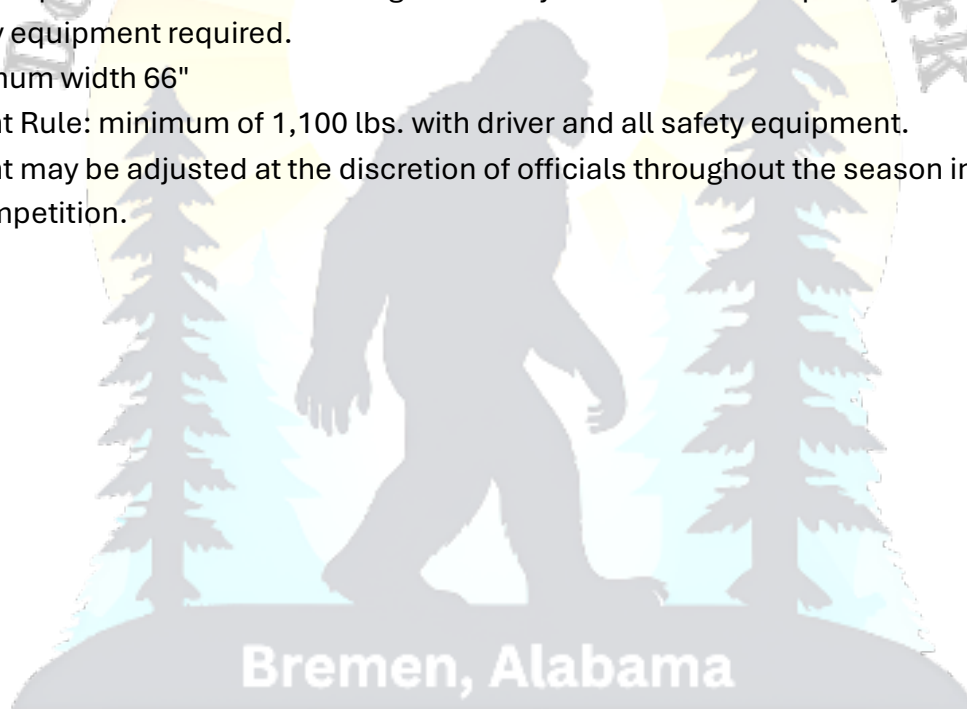
- 1) UTV Polaris RZR 170cc, RZR 200, or HiSun Strike 250 Model.
- 2) YOUTH Production Limited class legal vehicles are permitted to compete in the YOUTH Production Modified class.
- 3) Engine, suspension, and weight removal modifications are all permitted. Polaris base engine must remain 57mm head bolt spacing. Max 250cc.
- 4) Motor may be modified. This includes head, valves, cam, piston, crank, and throttle body/carburetor.
- 5) Intake: Modifications are permitted.
- 6) Exhaust, EFI controller, jetting, intake/air filters, and gearing are allowed.
- 7) Clutch springs, helix, weights are allowed.
- 8) Transmission: OEM or Aftermarket transmission modifications are allowed.
- 9) Aftermarket roll cage, nerf bars, front/rear bumpers are highly recommended.
- 10) Window nets or arm/wrist restraints are mandatory. If the driver's seat is on the left side, only the driver's side window net is required. If the vehicle is a center seat (RS1 style) then both sides must have window nets.
- 11) Brakes must be stock and functional as delivered from the manufacturer, e.g., Polaris 200 (2) front calipers and (1) rear caliper.
- 12) Transmission increased durability parts allowed.
- 13) Turbochargers and turbo upgrades are not permitted. Nitrous systems are not allowed.
- 14) Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 15) Weight Rule: minimum of: 500lbs with driver and all safety equipment.
- 16) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

Bremen, Alabama

YOUTH STOCK

This class is for ages 12 and older competitors only.

- 1) Displacement: Maximum of up to 800cc.
- 2) Vehicle eligibility: Any sport UTV up to 800cc is allowed. I.e.: UTV Polaris 570cc/800cc
- 3) Engine modifications are permitted, but stock center cases, cylinder, and cylinder head must be oem. Big-Bore kits are allowed for 570cc engines.
- 4) Stock clutches required. Aftermarket clutch kits, weights, springs, and helixes are allowed. Aftermarket clutches are NOT allowed.
- 5) Suspension components can be changed, but mounting points cannot be changed.
- 6) Superchargers/turbochargers or nitrous systems are NOT permitted.
- 7) Aftermarket skid plates, seats, exhaust, suspension, and wheels are all allowed.
- 8) Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.
- 9) Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 10) Safety equipment required.
- 11) Maximum width 66"
- 12) Weight Rule: minimum of 1,100 lbs. with driver and all safety equipment.
- 13) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



YOUTH 1K N/A (UTV 1000cc Model)

This class is for ages 13- to 17-year-old competitors only

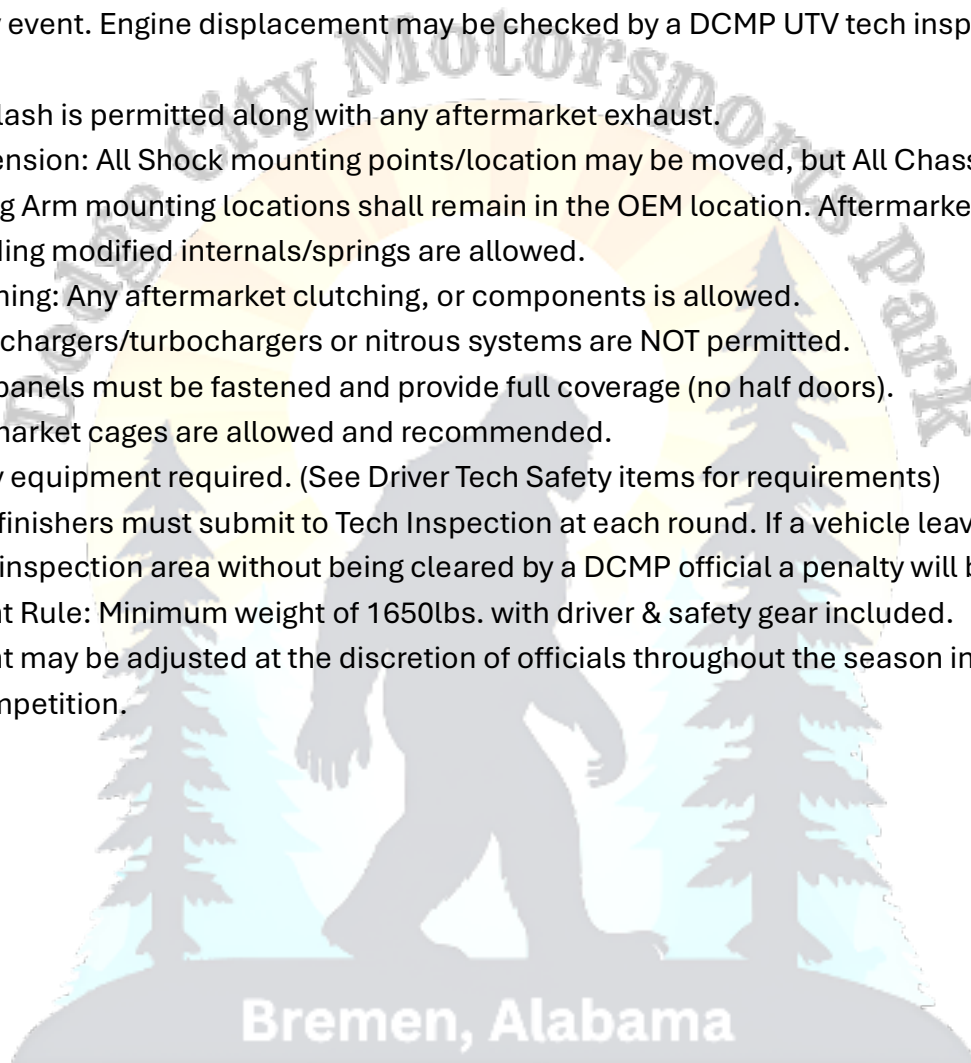
- 1) Displacement: Maximum 1000cc.
- 2) Engine modifications are NOT permitted.
- 3) All vehicles must use stock engine cases, cylinder, and cylinder head. This includes head, valves, cam, piston, crank, and throttle body/carburetor. DCMP reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by a DCMP UTV tech inspector at any time.
- 4) Superchargers/turbochargers or nitrous systems are NOT permitted.
- 5) ECU flash is permitted along with any aftermarket exhaust.
- 6) Suspension: All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer, however they may be reinforced for strength. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations are allowed.
- 7) Clutching: Stock clutches required. Aftermarket clutch kits, weights, springs, and helixes are allowed. Aftermarket clutches are NOT allowed.
- 8) Max width 70"
- 9) You can replace wheels and tires with SXS specific alternative.
- 10) Aftermarket roll cage, nerf bars, front/rear bumpers are allowed and are recommended.
- 11) Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 12) Safety equipment required. (See Driver Tech Safety items for requirements)
- 13) Weight Rule: minimum of 1,650lbs with driver and all safety equipment.
- 14) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

Bremen, Alabama

AMATEUR N/A (UTV engines limited to 1000cc maximum)

This class is for anyone that identifies as a Beginner/Novice level driver 18 years or older.

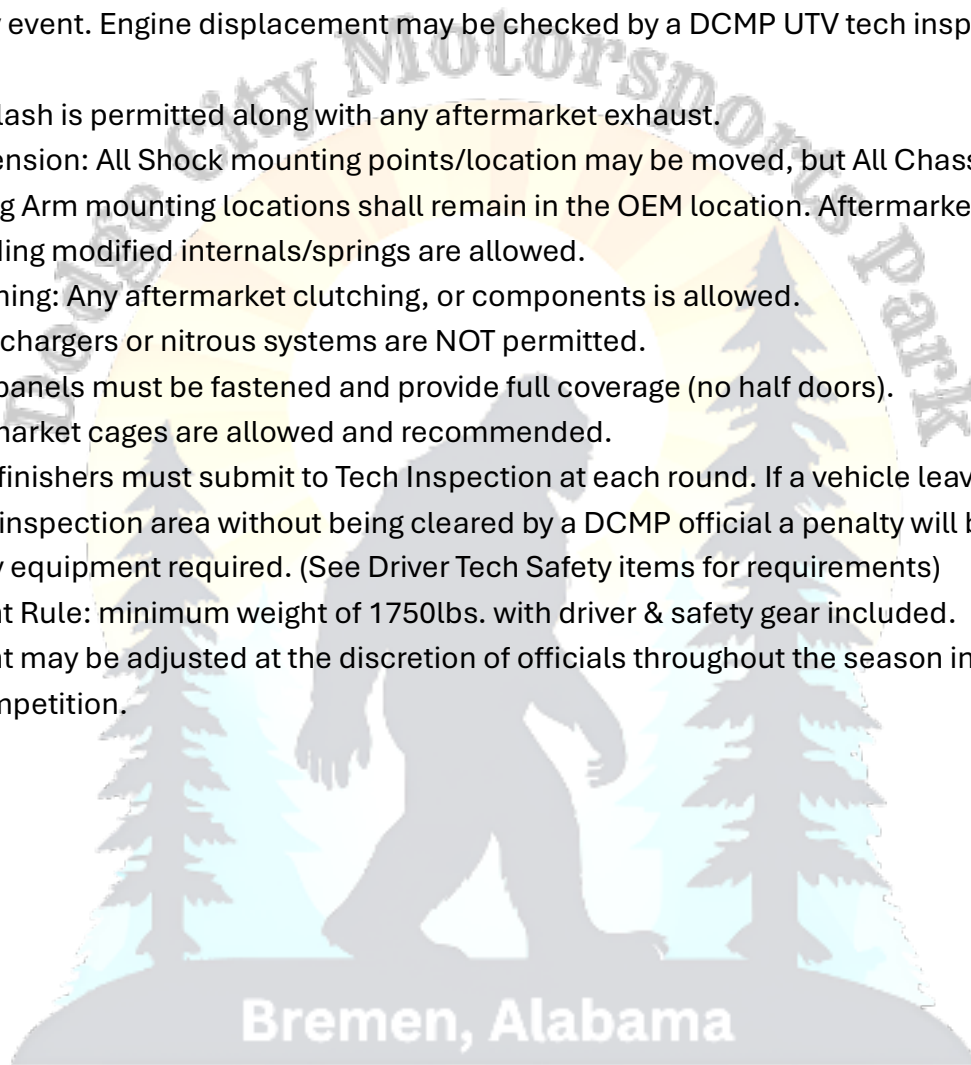
- 1) Displacement: Maximum 1000cc.
- 2) Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated model is allowed.
- 3) Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. No BIG BORE Cylinders. DCMP reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by a DCMP UTV tech inspector at any time.
- 4) ECU flash is permitted along with any aftermarket exhaust.
- 5) Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
- 6) Clutching: Any aftermarket clutching, or components is allowed.
- 7) Superchargers/turbochargers or nitrous systems are NOT permitted.
- 8) Door panels must be fastened and provide full coverage (no half doors).
- 9) Aftermarket cages are allowed and recommended.
- 10) Safety equipment required. (See Driver Tech Safety items for requirements)
- 11) Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 12) Weight Rule: Minimum weight of 1650lbs. with driver & safety gear included.
- 13) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



AMATEUR TURBO (UTV engines limited to 1000cc maximum)

This class is for anyone that identifies as a Beginner/Novice level driver 18 years or older.

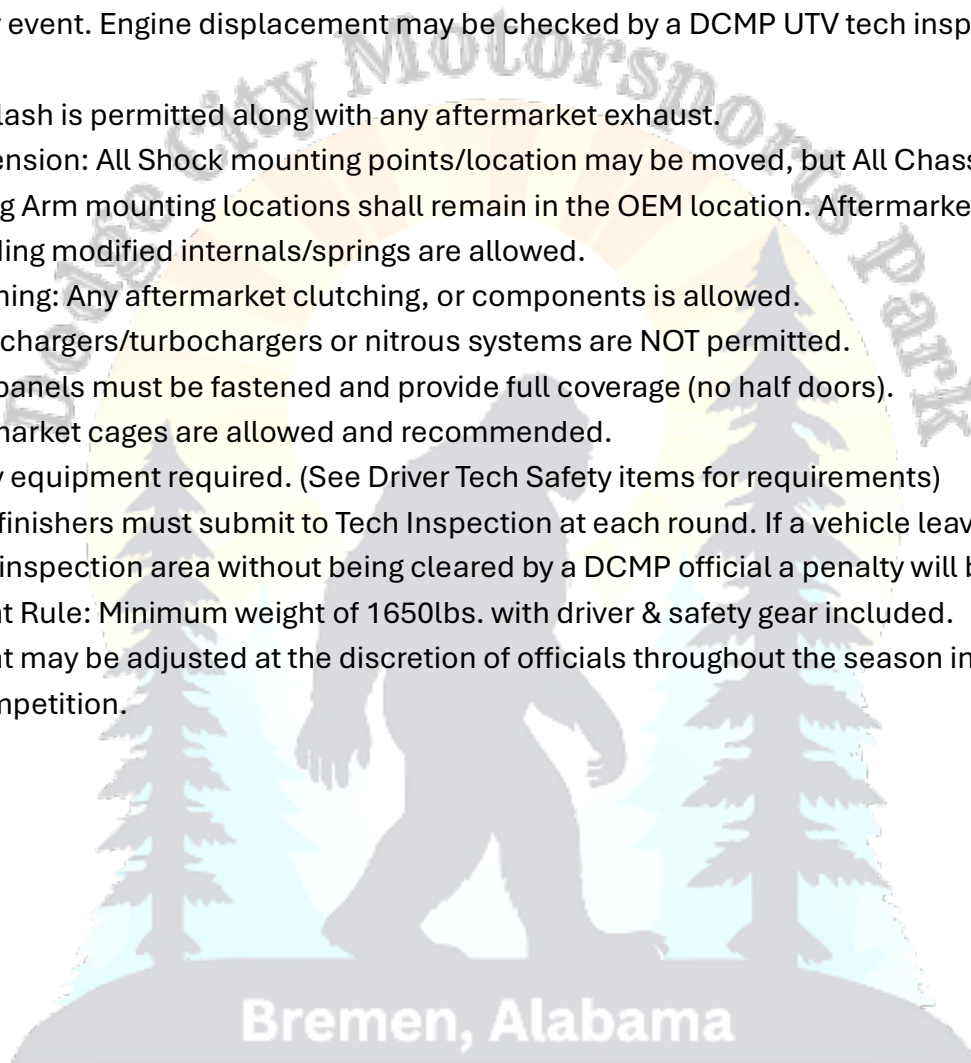
- 1) Displacement: Maximum 1000cc Turbo.
- 2) Vehicle eligibility: any sport UTV up to 1000cc Turbo is allowed.
- 3) Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. No BIG BORE Cylinders. DCMP reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by a DCMP UTV tech inspector at any time.
- 4) ECU flash is permitted along with any aftermarket exhaust.
- 5) Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
- 6) Clutching: Any aftermarket clutching, or components is allowed.
- 7) Superchargers or nitrous systems are NOT permitted.
- 8) Door panels must be fastened and provide full coverage (no half doors).
- 9) Aftermarket cages are allowed and recommended.
- 10) Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 11) Safety equipment required. (See Driver Tech Safety items for requirements)
- 12) Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.
- 13) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



AMATEUR TURBO (UTV engines limited to 1000cc maximum)

This class is for anyone that identifies as a Beginner/Novice level driver 18 years or older.

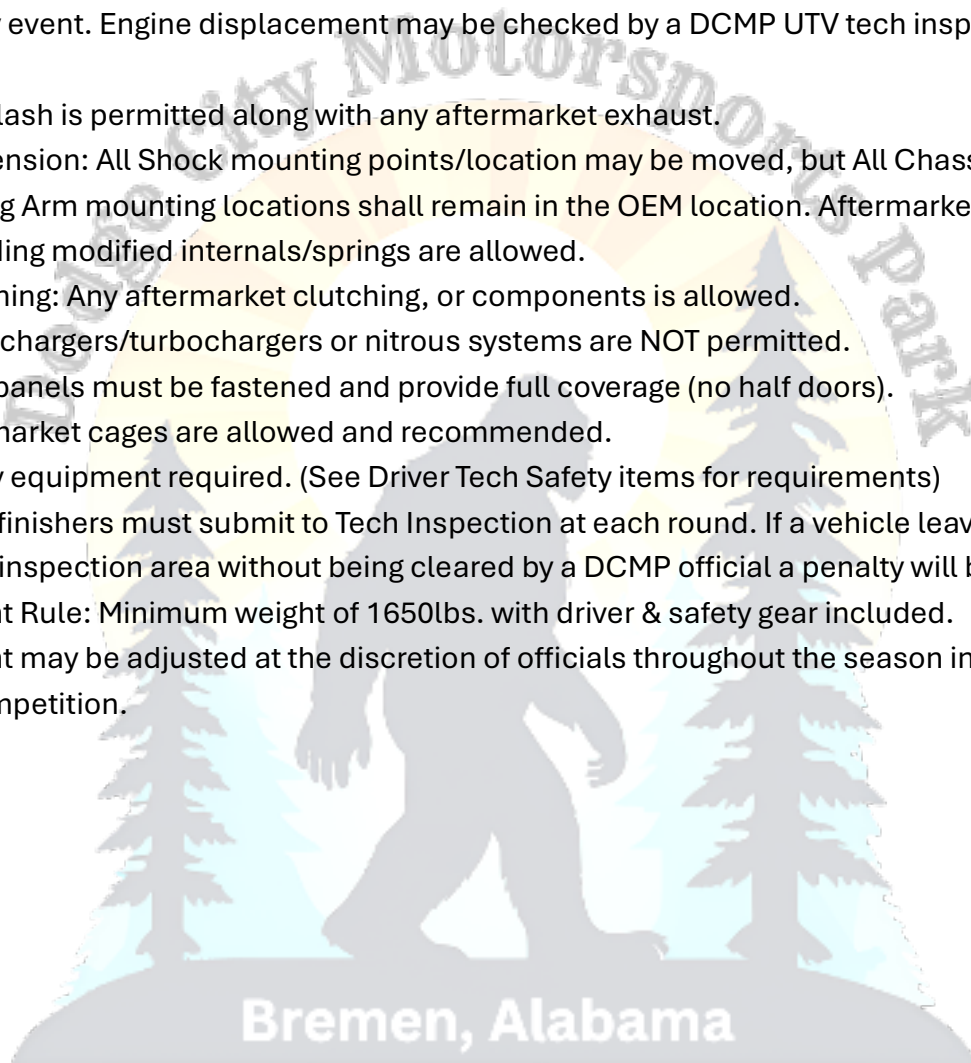
- 1) Displacement: Maximum 1000cc.
- 2) Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated model is allowed.
- 3) Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. No BIG BORE Cylinders. DCMP reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by a DCMP UTV tech inspector at any time.
- 4) ECU flash is permitted along with any aftermarket exhaust.
- 5) Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
- 6) Clutching: Any aftermarket clutching, or components is allowed.
- 7) Superchargers/turbochargers or nitrous systems are NOT permitted.
- 8) Door panels must be fastened and provide full coverage (no half doors).
- 9) Aftermarket cages are allowed and recommended.
- 10) Safety equipment required. (See Driver Tech Safety items for requirements)
- 11) Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 12) Weight Rule: Minimum weight of 1650lbs. with driver & safety gear included.
- 13) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



WOMENS N/A (UTV engines limited to 1000cc maximum)

This class is specifically for Women only, ages 13 and up.

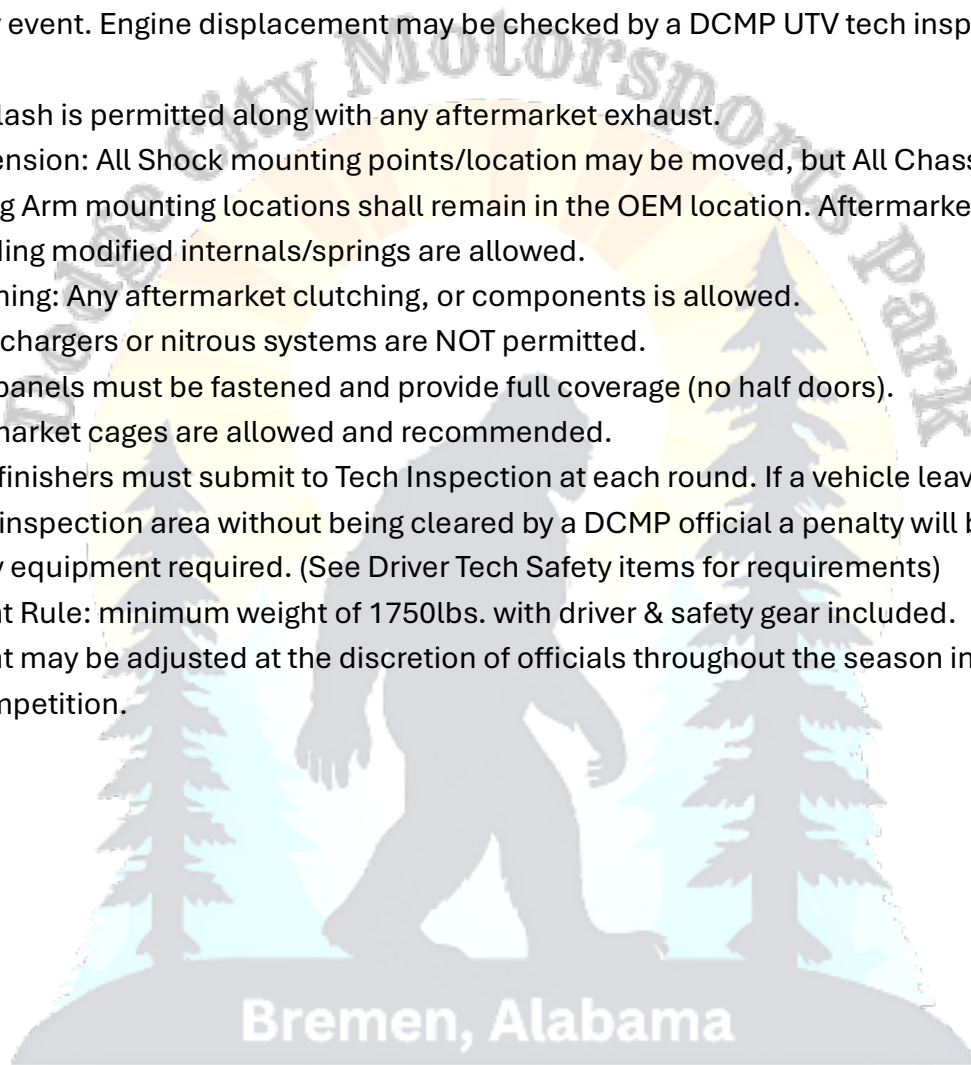
- 1) Displacement: Maximum 1000cc.
- 2) Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated model is allowed.
- 3) Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. No BIG BORE Cylinders. DCMP reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by a DCMP UTV tech inspector at any time.
- 4) ECU flash is permitted along with any aftermarket exhaust.
- 5) Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
- 6) Clutching: Any aftermarket clutching, or components is allowed.
- 7) Superchargers/turbochargers or nitrous systems are NOT permitted.
- 8) Door panels must be fastened and provide full coverage (no half doors).
- 9) Aftermarket cages are allowed and recommended.
- 10) Safety equipment required. (See Driver Tech Safety items for requirements)
- 11) Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 12) Weight Rule: Minimum weight of 1650lbs. with driver & safety gear included.
- 13) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



WOMENS TURBO (UTV engines limited to 1000cc maximum)

This class is specifically for Women only, ages 13 and up.

- 1) Displacement: Maximum 1000cc Turbo.
- 2) Vehicle eligibility: any sport UTV up to 1000cc Turbo is allowed.
- 3) Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. No BIG BORE Cylinders. DCMP reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by a DCMP UTV tech inspector at any time.
- 4) ECU flash is permitted along with any aftermarket exhaust.
- 5) Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
- 6) Clutching: Any aftermarket clutching, or components is allowed.
- 7) Superchargers or nitrous systems are NOT permitted.
- 8) Door panels must be fastened and provide full coverage (no half doors).
- 9) Aftermarket cages are allowed and recommended.
- 10) Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 11) Safety equipment required. (See Driver Tech Safety items for requirements)
- 12) Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.
- 13) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



PRO N/A (UTV engines limited to 1000cc maximum)

This class is for Professional level drivers only. Once a driver enters into the Pro class there is no option to move back down to any Amateur classes unless: 1). The driver has not raced in over 2 years 2). The driver has written permission from the race director to move down. All Pro racers will be reviewed by race director to determine eligibility for Pro Class.

- 1) Displacement: Maximum 1000cc
- 2) Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated is allowed.
- 3) Drivers entered in a PRO class CANNOT enter in any other under class for the remainder of that event/weekend.
- 4) N/A 1000cc UTV Production Model is allowed to compete in the PRO Turbo class, however, a Turbo Production Model is not allowed in the PRO N/A class.
- 5) All vehicles must use OE Manufacture engine cases and cylinder head. No BIG BORE Cylinders. DCMP reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by a DCMP UTV tech inspector at any time.
- 6) The stock gear box cases must be used, the internals in the gear box may be modified or changed.
- 7) Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
- 8) Clutching: Any aftermarket clutching, or components is allowed.
- 9) Superchargers and/or turbochargers or nitrous systems are NOT permitted.
- 10) Door panels must be fastened and provide full coverage (no half doors).
- 11) Aftermarket cages are required for the Pro Classes.
- 12) Safety equipment required. (See Driver Tech Safety items for requirements)
- 13) Top 3 finishers must submit to Tech Inspection at each round, which will include a mandatory bore & stroke measurement and weight. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 14) Weight Rule: minimum weight of 1650lbs. with driver & safety gear included.
- 15) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

PRO TURBO (UTV engines limited to 1000cc maximum)

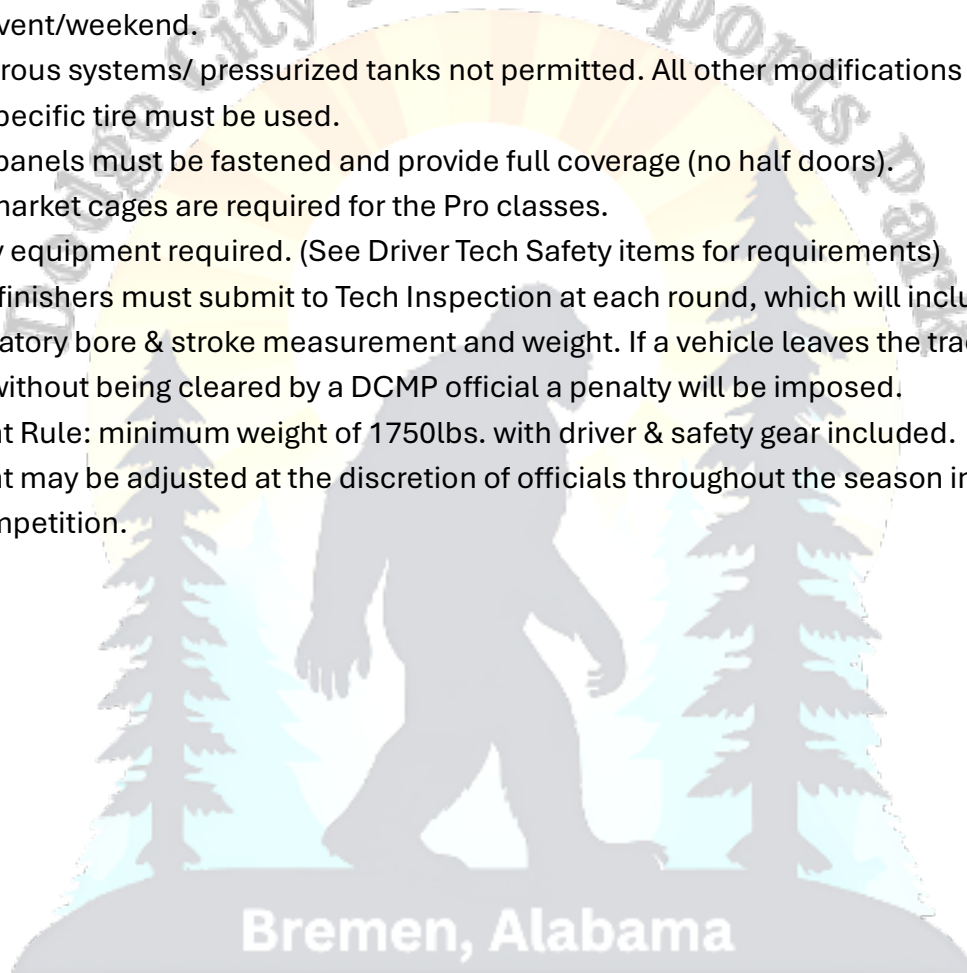
This class is for Professional level drivers only. Once a driver enters into the Pro class there is no option to move back down to any Amateur classes unless: 1. The driver has not raced in over 2 years 2. The driver has written permission from the race director to move down. All Pro racers will be reviewed by race director to determine eligibility for Pro Class.

- 1) Displacement: Maximum 1000cc
- 2) Vehicle eligibility: Any sport UTV up to 1000cc Turbo is allowed.
- 3) Drivers entered in a PRO class CANNOT enter in any other under class for the remainder of that event/weekend.
- 4) N/A 1000cc UTV Production Model is allowed to compete in the PRO Turbo class, however, a Turbo Production Model is not allowed in the PRO N/A class.
- 5) All vehicles must use OE Manufacture engine cases and cylinder head. No BIG BORE Cylinders. DCMP reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by a DCMP UTV tech inspector at any time.
- 6) The stock gear box cases must be used, the internals in the gear box may be modified or changed.
- 7) Blow off valves are allowed.
- 8) Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.
- 9) Clutching: Any aftermarket clutching, or components is allowed.
- 10) Superchargers and/or nitrous systems are NOT permitted.
- 11) Door panels must be fastened and provide full coverage (no half doors).
- 12) Aftermarket cages are required for the Pro classes.
- 13) Safety equipment required. (See Driver Tech Safety items for requirements)
- 14) Top 3 finishers must submit to Tech Inspection at each round, which will include a mandatory bore & stroke measurement and weight. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 15) Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.
- 16) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

PRO MOD

This class is for Professional level drivers only. Once a driver enters into the Pro class there is no option to move back down to any Amateur classes unless: 1. The driver has not raced in over 2 years 2. The driver has written permission from the race director to move down. All Pro racers will be reviewed by race director to determine eligibility for Pro Class.

- 1) Displacement: no maximum
- 2) Vehicle eligibility: Any sport UTV is allowed.
- 3) Drivers entered in a PRO class CANNOT enter in any other under class for the remainder of that event/weekend.
- 4) No nitrous systems/ pressurized tanks not permitted. All other modifications permitted.
- 5) SXS specific tire must be used.
- 6) Door panels must be fastened and provide full coverage (no half doors).
- 7) Aftermarket cages are required for the Pro classes.
- 8) Safety equipment required. (See Driver Tech Safety items for requirements)
- 9) Top 3 finishers must submit to Tech Inspection at each round, which will include a mandatory bore & stroke measurement and weight. If a vehicle leaves the track/inspection area without being cleared by a DCMP official a penalty will be imposed.
- 10) Weight Rule: minimum weight of 1750lbs. with driver & safety gear included.
- 11) Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.



INSPECTIONS

- 1) All vehicles, parts, components, and equipment are subject to inspection by DCMP officials at any time and in any manner. Decisions made in regard to the time or manner of inspection are final, non-appealable, and non-reviewable. Inspection Area – Only those persons permitted by DCMP officials are allowed in the inspection area.
- 2) Technical Inspection area will be always restricted to a maximum of 2 crew members in the area. Tech Director may allow additional team members to assist for advanced tear down in special circumstances.
- 3) Staging area will be restricted to the driver and 1 crew member at all times. Once vehicles have cleared pre-tech no modifications / adjustments are allowed for any reason while in staging or on the way to staging after leaving the tech area.
- 4) Competitor Obligations – A participant must take whatever steps requested by DCMP officials, including tear down of the vehicle to facilitate inspection. This may include but is not limited to installing inspection holes, inspection ports, and any other means of inspection deemed necessary. Any inspection that requires tear down or dismantling of any assembly to inspect components is the sole financial responsibility of the competitor and or team. DCMP is not in any way financially responsible for any tear down or disassembly or reassembly of components to ensure rules compliance. In passing a vehicle through technical inspection, DCMP does not warrant that vehicle's adherence to all rules. The participant is responsible for ensuring his/her vehicle is in compliance with all DCMP rules at every event.
- 5) Pre-Practice/Race Inspection – All vehicles must pass a technical inspection before entering the racetrack, including for practice.
- 6) If a vehicle does not pass this inspection, it will not be allowed to compete unless, in the opinion of the DCMP official, the deficiency: will not adversely affect the race, cannot be corrected in time for qualifying for the race or it is insubstantial and does not warrant disqualification from the race.
- 7) If technical inspection is passed but a deficiency is noted on the inspection sheet, it must be corrected by the date and time specified or a penalty may be imposed.
- 8) All helmets and driver gear to be used during the weekend must be presented for pre-race inspection with vehicle. All gear must be clean.
- 9) Post-Qualifying/Race Inspection – All vehicles must either be inspected or released from inspection by a DCMP official prior to the conclusion of each racing session. If a vehicle leaves the inspection area without being cleared by a DCMP official a penalty may be imposed. No one including team members or drivers are permitted to “tamper” with the vehicle in any way in preparation for post technical inspection.
- 10) Technical Penalties - Penalties imposed for technical infractions are final, non-appealable, and non-reviewable. Penalties may include position change and/or disqualification from one/multiple events.

- 11) Equipment/Parts Failing Inspection – DCMP can confiscate any illegal parts and/or equipment found during any inspection. Any items confiscated will not be returned and no compensation will be made for these.
- 12) Sealing/Impounding – DCMP has the right to seal or impound race vehicles or parts for inspection purposes. DCMP assumes no responsibility for those parts or vehicles.
- 13) The top finishers from each class will be impounded following their respective main event in a designated area for 30 minutes. Cars racing multiple classes will be sealed, marked, tagged etc. at the discretion of DCMP technical staff, and impounded after their final event regardless of finish or condition provided their finish in a given class warrants impounding.

START PROCEDURE

- 14) Race vehicles must be in the staging area thirty minutes prior to the beginning of the race. Drivers must be on time to compete in events as scheduled. Any driver or vehicle that is not at staging ready to compete at the designated race time may be sent to the back of the field.
- 15) Starting Positions – Race 1 starting positions for all classes will be determined by qualifying results. Drivers who do participate in qualifying will be placed at the back of the field.
- 16) Depending upon number of entries in the class, each class may be split into two or more Race 1. Finishing position in Race 1 will determine starting position for Race 2. Any competitor that fails to compete in the Race 1, may still compete in Race 2, but will start at the back of the starting grid behind all other vehicles. Additionally, no points will be added from the Race 1 towards overall finish. The starting position for Race 2 is determined by the finishing score of the Race 1.
- 17) Late vehicles may start after the green flag, only with permission from a DCMP official.
- 18) The UTV/SXS that a competitor leaves the starting line with is the official UTV/SXS for that race and may not be switched at any time during that race.
- 19) The racetrack will have a designated start area marked by start line and designated end of start area line (the start box). ON any start or re-start the Race official will start the race on the waving of the Green Flag.
- 20) No competitors are permitted to start the race until the Race Official waves the Green Flag. If you start moving before the Green Flag has been waived, Penalties and/or Red Flag restart will be waived. Penalties to be assessed by Race Official.
- 21) In the event of a full caution before one lap is completed, we will have a full restart, Red Flag.
- 22) Race Halt – DCMP officials may stop a race at any time the track is deemed unsuitable for racing. Under adverse conditions, a race may be called official after 50% of the laps have been completed, or if any race is halted due to exceeding the allowed time limit for that race, at the race director's discretion.
- 23) When a race is halted prior to the completion of one lap, there shall be a complete restart in the original starting position.

- 24) When a race is halted after the completion of one lap, vehicles will line up in the order in which they were running at the completion of the last full lap before the halt.
- 25) When an event is halted due to rain or adverse circumstances prize money shall only be paid for the races completed. DCMP may reschedule the event to a mutually agreeable date. In that case, the incomplete races would be finished first.
- 26) Race Start/Finish Line – The official race start line will be indicated at each event during prerace driver's meetings. The start line may be different from the finish line. All races will run until the checkered flag is shown to the leader.

RACECOURSE PROCEDURE

A Vehicle may be pulled from competition at any time if a DCMP official feels it is a hazard to others. If a vehicle gets off the designed racetrack, speed must be reduced significantly, and the vehicle must merge back into the line safely without gaining time or position.

Competition Rules Definitions

Heavy contact – when one race vehicle contacts another race vehicle with enough momentum and or force, that the other race vehicle is significantly displaced.

Light contact – when one race vehicle contacts another race vehicle with very low momentum and or force, as not to significantly displace the other race vehicle.

Defensive move – a race vehicle intentionally moving left or right in order to block or reduce the momentum of another race vehicle.

Incidental contact – contact that is believed to be unplanned or unintended, sometimes in conjunction with something else.

Holding your line – a race vehicle maintaining its course, path or trajectory. (Following the arc or radius of a turn within the track limits).

Aggressive Driving – being at the limit of light contact, multiple light contacts within the same race, the appearance of not being in control and or putting others at unnecessary risk.

Competition Rules:

- 27) Penalties: A competitor may receive a penalty for any of the following listed below.
- a) Intentional contact on the approach to a jump that results in a race vehicle leaving the jump in an unsafe manner.
 - b) Heavy contact.
 - c) Light contact that is maintained: both parties must try to detach, or break contact immediately.

- d) When one race vehicle forces another race vehicle outside of, or off the competitive racing surface.
- e) If a race vehicle makes more than one consecutive defensive move.
- f) Driving through another race vehicle.
- g) Not reducing speed when a spin, crash or other incident is happening in front of your race vehicle.
- h) Not reducing speed when not on the racing surface.
- i) If there is intentional contact made at any time other than under green flag (racing) conditions.
- j) If more than one warning for the same offense is given during the same race to the same race vehicle.
- k) Cutting the course.
- l) Not holding your line.

28) Aggressive Driving

- a) Reckless Driving in any such manner will not be tolerated and may result in disqualification. Reckless driving may include deliberate ramming, blocking, or intentional contact with another team or competitor.
- b) Aggressive Driving – when one race vehicle forces another race vehicle outside of, or off the competitive racing surface, will be considered Aggressive Driving. If a race vehicle makes more than one Aggressive Driving move, that driver may be penalized or disqualified for that event.
- c) If a race vehicle makes heavy contact or fails to leave room on the competitive racing surface while making an aggressive driving move, a black flag (penalty) is given, that race vehicle will be scored in last position of the last lap that it completes. If the penalized contact or act results in another race vehicle losing positions or not finishing the race, an additional penalty may also be extended to one or more of the following, a points loss, fine, and or next race starting position penalty.

29) All competitors are responsible for their actions as well as the actions of their entire race team/pit crew.

30) **The posted Speed Limit within any area except the actual racecourse is 5 mph.**

31) If a competitor leaves the racecourse for any reason, they must re-enter where the vehicle left the course slowly and safely, in order to continue the race.

32) While we strive to create a great spectator experience, the racecourse is closed to spectators, pit crew, photographers (without credentials) or anyone trying to enter the course that is not a competitor. There will be plenty of spectator viewing areas that overlook the entire track.

33) Internal Radio communication is permitted between drivers/passengers in the same UTV/SXS and their respective pit crews/spotter. No communication is allowed from race UTV/SXS to race UTV/SXS, while on the track at the same time.

- 34) Driver Medical Attention – if a competitor requires medical attention, by track or other medical teams, the medical technician must release the competitor before he/she may return to competition. Failure to comply with advice of the medical technician will result in disqualification from competition for the remainder of the event.
- 35) If a driver loses consciousness at any time during an event, the driver cannot compete and must be cleared by a doctor before returning to competition.
- 36) **Unsportsmanlike Conduct** – Any participant found by DCMP officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of off-road racing, or DCMP will receive a penalty. This includes any aggressive action toward a DCMP official by participant including arguing, yelling, or raising your voice when talking to an official, or touching the official in any physical way. Drivers are solely responsible for the actions of all team members at all times and in the event that a team member shows Unsportsmanlike Conduct, DCMP officials may penalize the driver for the actions of the team member in addition to any penalty to the team member for his/her actions.
- 37) **ROLL OVER PROCEDURE/ RECOVER AND ASSIST/ Caution Zone:** If a vehicle is flipped over, it is at the discretion of the driver to remove his or herself from the vehicle. If a driver does not exit the vehicle there will not be a penalty assessed. Any variance to this will be discussed at the drivers meeting.
- 38) During any process where DCMP staff are on the racecourse to recover or assist another race vehicle, the 100 feet before and 50 feet after are considered a safe zone (Please refer to Yellow Flag Caution).
- 39) The max speed in the caution area is 25mph. Drivers cannot gain on or improve position on other racers in this area. Any violation of this safety zone will mean automatic penalty and or disqualification of the racer.
- 40) If race vehicle needs to be towed, it is the driver's responsibility to make sure tow hook is in place and in working condition. During a tow or assistance, DCMP staff is not responsible for any damage to the vehicle. If you are towed off the track, your race is finished, and you are unable to return to the racecourse.
- 41) Driver may refuse DCMP staff assistance in towing or flipping vehicle if vehicle is located safely off the racecourse and is not in the way to affect current race. If driver refuses assistance, you must remain in the vehicle until the race is completed.

POINTS / SCORING

1. Point structure: points will be awarded according to the following point scale:

01) 40	11) 23	21) 13	31) 5
02) 35	12) 22	22) 12	32) 5
03) 33	13) 21	23) 11	33) 5
04) 30	14) 20	24) 10	34) 5
05) 29	15) 19	25) 9	35) 5
06) 28	16) 18	26) 8	(5) points downward indefinitely
07) 27	17) 17	27) 7	
08) 26	18) 16	28) 6	
09) 25	19) 15	29) 5	
10) 24	20) 14	30) 5	

- 2) DROP ROUND: Each competitor will have a “drop” race, including teams. A drop consists of the racer dropping their lowest event finish (points) during the season to reach your final point total calculated for the Championship. a. Additionally, a racer may use his/her “drop race” for a series event that they are unable to attend, due to an injury, hardship, or other special circumstance. However, the Season Bonus Points would not apply. In the case of a cancelled round, this will be counted as the drop round for all competitors.
- 3) Disqualifications/Suspensions are not droppable.
- 4) Please note you may NOT drop the final race of the year.
- 5) Season Bonus Points: +10 points There are bonus points (+10) available for drivers who attend every race of the season. In the case that a driver signs up for a class at an event but has a DNS in both races, they will not earn points for that particular event, but they will still be eligible for the bonus points for attending all races, as long as they started at least 1 race or practice session at the event. This is to make sure drivers who had to leave due to a mechanical problem in practice or an injury are still awarded for attending the event, even though they were unable to race. Drivers who fall into this situation must contact the race director to inform them of the situation as soon as possible so their attendance can be verified.
- 6) Double Points Rounds: Some events may offer double points for race results to each eligible competitor. These events will be advertised.
- 7) The race officially ends for all competitors at the completion of the final lap in which the checkered flag is displayed. Once the checkered flag is out, racers will be scored in order of their finish and number of laps completed. It is not necessary to complete all laps in order to receive a score.
- 8) Towing is not allowed. Any disabled UTV/SXS that are towed back to the pit area by staff or otherwise, are not eligible to return to competition in that race. If a UTV/SXS is towed a short distance in order to dislodge the UTV/SXS from a track obstacle. i.e.; mud, deep rut, etc., it may return to competition of that race. All participants assume full responsibility for any and all

injuries sustained, including any property damage or damage to a race vehicle as a result of being towed to or from the racing areas by DCMP staff or otherwise.

- 9) In the case of a tie for any position in year end points, the tie will be broken by using the greatest number of first place finishes. If a tie still exists, seconds, thirds, etc. will be considered until the tie is broken. If a tie still exists, the driver establishing the first victory of the season will prevail.
- 10) The overall points championship is not official until after the last race of the season.
- 11) Awards are presented to the top 3 finishers of each class. Eligibility to participate in the points fund may be forfeited by any member violating DCMP rules or regulations prior to the presentation of the awards.

TECH PROTEST

- 1) The DCMP Race Director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any rules or regulations.
- 2) The right to protest shall rest only with any competitor taking part in the competition in question. This competitor may protest anything which is considered a violation of these rules.
- 3) If a competitor believes that another competitor has or will obtain a significant unfair competitive advantage due to modifications to the race vehicle, he/she can file a protest. The protest must be made in writing and presented within 30 minutes after the end of the race accompanied by cash of at least \$500 or more depending on what is needed to test said alleged infraction.
- 4) A competitor is only allowed to protest one (1) competitor that finished one (1) position ahead of them. Example, 7th place cannot protest 1st place.
- 5) The race official shall determine whether the matter is a viable protest, and if so, shall decide the protest as promptly as possible and shall inform the parties to the protest of the decision. In deciding the protest, the Race Director may take whatever action deemed appropriate to further the interest of fairness. Such action includes, but is not limited to, revising official race results, imposing penalties, adjusting points, or taking no action.
- 6) Any entrant who has an official protest lodged against his/her race vehicle must submit to an inspection of the protested items. Failure to submit to inspection will result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows: the protester or their designated representative, the protested competitor or their designated representative, DCMP Officials. No other person is allowed.
- 7) If the result that the accused is in violation of the rules, the protest fee will be returned to the protester. If the protest is not sustained, the protest fee will be forfeited to DCMP and the competitor may/may not be compensated for cost incurred in connection with the protest by DCMP out of the protest fee. Any additional fees left will be incurred by DCMP.