

2026 Dodge City Motorsports Park Series - DCMP

SXS Championship Endurance Series Rules



The following rules and regulations are solely applicable to the Dodge City Motorsports Park 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 Director, Ryan Thornton.

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 #

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

1. 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.

2. 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.

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

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

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

C. 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.

D. Neither DCMP nor the track owner will be responsible for the adequacy of a participant's race vehicle, equipment, or racing activity.

E. 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. **F.** 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. **G.** 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.

H. 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.

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

J. 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.

K. 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.

4. 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. Emergency Action –DCMP reserves the right to take temporary emergency action against a participant in the event that they act 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.

10. 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.

11. Disqualification – A DCMP Race 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.

12. 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.

A) REGISTRATION

1. 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 during the advertised times ONLY. ALL Drivers must sign the racing waiver and acknowledgement of rules within the advertised registration times at the race location. If you do not attend Registration within the advertised time you will not have your registration validated and may lose your registration fees, unless prior arrangements have been made. A Transponder will be required. MyLaps transponders will be available for rent at racer registration for a fee. 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 MyLaps Transponder, please let registration know, and if possible, that transponder will be used for our scoring at no-charge.
2. 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.
3. Race entry fees- Race entry fees are as follows per vehicle:

Open Endurance \$150
Amateur Endurance \$150
Youth Classes \$100
Kids classes \$75
4. Practice Fees- There will be no practice on Fridays. Trail preview only.
5. Transponder Rental - There is a \$50 fee for Transponder rentals.. 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.
6. 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.

7. Responsibility - It is the responsibility of every participant to ensure your registration information matches the number on your race vehicle.
8. 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 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. All race fees will be forfeited if you fail to attend the mandatory drivers meeting and you will not be permitted to participate.

B TECHNICAL RULES

TECHNICAL INSPECTION & IMPOUND

1. It is the Driver's responsibility to ensure their vehicle meets and abides by all DCMP technical rules, regulations, and specifications.
2. The Driver shall be responsible for providing the DCMP Officials with documentation and records pertaining to compliance of any and all rules specified herein.
3. DCMP reserves the right to limit the number of personnel allowed into any area or garage in which inspections are being made or within which vehicles are impounded.
4. DCMP reserves the right to seal or impound any entrant vehicle.
5. DCMP assumes no responsibility for impounded vehicles. Ultra4 intends to make reasonable efforts to ensure the security of impounded vehicles.
6. DCMP Officials may impound any vehicle or vehicle parts.
7. Any/all vehicles may be subject to a post-race impound and a second, more thorough, tech inspection.
8. No vehicle shall be removed from an inspection area or impound area without permission from the Racing Director. Any vehicle removed without appropriate permission shall subject that entrant to disqualification. Any vehicle not taken directly to the inspection or impound area when requested by the Racing Director shall subject that entrant to disqualification.
9. DCMP Officials may seize any illegal parts or devices found on any vehicle. Any item seized by the DCMP Officials may not be returned, nor will there be any compensation made by DCMP, its officials or directors to any entrant who has illegal items seized.
10. Failure of entrants to present themselves at registration and pre-event technical inspection during the hours announced or listed on event information sheets may result in the following penalties, at the discretion of DCMP.
11. Failure to show up for final registration call: DNS
12. DCMP reserves the right to apply frame identification markers to any and all vehicles that participate in DCMP events. The frame identification markers are to remain intact and unaltered. The frame identification markers are to remain on the vehicle for the race year of the inspection. If frame identification marker is damaged or must be removed to facilitate repairs or modifications to vehicle then the Driver for the vehicle must notify DCMP prior to next event in order to have a new frame identification marker applied.
13. Each vehicle must pass a technical inspection before it will be permitted to compete in any DCMP event. A designated identification marker will be placed on the vehicle after it successfully passes the technical inspection.

14. Tampering with the inspection band is strictly prohibited. Any evidence of tampering will result in disqualification of the band and require vehicle reinspection at an additional cost before said vehicle is allowed to race. Abuse of this rule may result in permanent disqualification of vehicle and driver from future DCMP events.
15. The personal protective gear of all competitors will be checked at pre-race technical inspection. This includes, but is not limited to, fire suits, helmets and neck braces. First-aid kits, fire extinguishers, seat belts, and nets will also be checked. This does not imply that these items will be the only items checked. The DCMP Official or assistant DCMP Official may seize any personal protective gear that does not comply with the rules or is deemed unsafe. Any item seized by the DCMP Officials may not be returned, nor will there be any compensation made by DCMP officials or directors to any entrant who has illegal or unsafe items seized.
16. Pre-race impound will be at the discretion of DCMP Officials after technical inspection, vehicles will be directed to an impound area where they will remain until assigned removal time. Only designated DCMP officials will be permitted into the impound area after a vehicle is placed in impound. All other personnel must receive special written permission from DCMP to enter the impound area after vehicle is placed in impound.
17. DCMP reserves the right to subject any vehicle to a technical inspection after the event, at the discretion of the Racing Director and/or DCMP Official. In a post-race technical inspection, the Driver will be responsible for removing or having removed or preparing the requested items to be inspected, as directed. Failure to comply will result in disqualification of entrant, and may result in suspension.
18. DCMP Officials may require an entrant vehicle damaged in an event-related incident to submit to post-incident inspection. If the owner or driver refuses to allow the vehicle to be inspected, the vehicle and driver may be disqualified and suspended from future DCMP events.
19. Post-race impound of all finishing vehicles will be at the discretion of DCMP Officials. If impounded post-race, vehicles will be released no later than two hours after the official finish of the event. Vehicles involved in any type of protest or complaint will be held in impound until after the protest or complaint is resolved.
20. Any refusal by a competitor to comply with DCMP rulings shall result in competitor's disqualification and suspension of competitor from all DCMP sponsored events for a period of not less than one year.

C) VEHICLE ELIGIBILITY (all classes)

All necessary or required equipment, gear, devices, safety equipment, and vehicle components, as described in the DCMP Rulebook (including any special rules or supplementary regulations), must be in good and proper working condition at the time of technical inspection. Certain equipment and components must remain serviceable throughout the event, and if damaged during the event must be repaired or replaced before the vehicle may continue on course, as specified in the DCMP Rulebook.

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. All machines must be free of leaks. **31.** 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.
3. 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.
4. A Roof is required on all vehicles in every class.
5. Stock front fascia, front fenders, and rear fenders are required in all classes.
6. Fire extinguishers or fire suppression systems are mandatory.
7. Five-point harnesses are mandatory for any driver and passenger seat, if applicable. All harnesses must meet SFI spec 16.1 or 16.5.
8. 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.
9. RS1s must have nets on both sides. Arm restraints may be used in place of window nets and must meet SFI 3.3.
10. Clearly visible numbers on both sides of vehicle are mandatory.
11. Rear chase light is highly recommended; however, it must not strobe.
12. Key and/or on/Off switch, clearly labeled, that shuts off the engine is required.
13. Rear view mirrors will be permitted.
14. All vehicles must have a reverse gear.
15. Horns are encouraged and sirens are permitted whilst on track.
16. Reflectors that are clearly visible on the rear of the vehicle is strongly encouraged. **46.** 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.
 - b. 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.
 - c. 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.

D) SAFETY

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.

- 1. Safety First** - DCMP considers safety a top priority and works with competitors, track owners, manufacturers, and outside experts to exchange useful 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.
- 2. 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.
- 3. 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.
- 4. Responsibility of DCMP and or venue-** Neither DCMP, nor the track owner will be responsible for the adequacy of a participant's race vehicle, equipment, or racing activity.
 - I. 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.
 - II. 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.
 - III. 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.
 - IV. 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.

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.
- 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. (SFI3.2/5 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.

E) 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 and age exemption form. 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 2025. 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.
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 in this group MUST submit a resume to the DCMP Director before being allowed to compete as well as a completed age exemption form. This will allow us to help place riders in the class that is most appropriate for them.

5. Pro Class competitors must be at least 18 years of age the time of the event. In order to compete in the PRO class 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, as well as submit an age exemption form.
6. Drivers may be removed from competition, qualifying, or testing any time at the sole discretion of a DCMP official.

F) 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.
3. 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.
4. 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.
5. 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 rent at each event.

OPEN ENDURANCE

This class is for Professional level drivers over 18 years old. 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. UTV 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.

AMATEUR ENDURANCE

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

1. Displacement: 2000cc maximum engine size limited to as delivered OEM engine
2. Vehicle Eligibility: any sport UTV up to 2000cc is allowed.
3. Engine must match chassis and body
4. Must use OEM ECM to control engine and transmission
5. CCV Clutch or Gear driven transmission
6. Width rule: 80" Wide Max
7. Tires: 35" Tire Max and must be UTV specific
8. Must use OEM suspension pickup points including all shock mounting points
9. Reinforcing allowed material may be added but not removed.
10. Must run full body
11. Rocker panels may be armored, but not clearanced or removed
12. Hydro steering is not allowed unless OEM factory equipped.
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.

KIDS AMATEUR 170 CLASS

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 AMATEUR 200 ENDURANCE

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 OPEN ENDURANCE

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. Engine, suspension, and weight removal modifications are all permitted. Polaris base engine must remain 57mm head bolt spacing.
3. Motor may be modified. This includes head, valves, cam, piston, crank, and throttle body/carburetor.
4. Intake: Modifications are permitted.
5. Exhaust, EFI controller, jetting, intake/air filters, and gearing are allowed.
6. Clutch springs, helix, weights are allowed.
7. Transmission: OEM or Aftermarket transmission modifications are allowed.
8. Aftermarket roll cage, nerf bars, front/rear bumpers are highly recommended.
9. 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.
10. Transmission increased durability parts allowed.
11. Turbochargers and turbo upgrades are not permitted. Nitrous systems are not allowed.
12. 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.
13. Weight Rule: minimum of: 500lbs with driver and all safety equipment.
14. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

YOUTH AMATEUR ENDURANCE

This class is for ages 12 -17 year old 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 OPEN ENDURANCE

This class is for ages 13- to 17-year-old Novice to Expert level 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.

G) EVENT RULES & REGULATIONS

REGISTRATION

1. A race number shall be assigned to the Driver for the entire year. Driver championship points stay with the Driver and the entrant number for the entire year. Driver must be a registered competitor in every event bearing their assigned entrant number. Driver must start or finish every event in a competing race vehicle bearing their assigned entrant number. Driver must also, for every event, have signed all releases required by DCMP and the racing venue.
2. Any participant who fails to complete and sign the required entry forms and releases will be subject to disqualification. Entry forms, venue forms and releases must be signed in person, witnessed by DCMP entry personnel. Government issued photo identification may be required. If you fail to complete your forms but have already paid your entry fees, all fees will be forfeited.
3. All competitors under 18 years of age at the start of the event must have their entry form and their release signed by a parent or legal guardian.
4. Driver and/or co-driver(s) who are listed on the official DCMP entry form must attend all drivers' meetings. Failure to do so may result in penalization, denial of right to start, disqualification, and/or fines. Armband checks and written roll calls may be made at the meeting. Entry fees may be forfeited.
5. No participant may enter racing areas, pre-run, or receive the official course map until they have signed all entry forms and releases. No person shall sign any entry form or release for any other person.
6. Each driver must attend Race Registration during the advertised opening times to confirm their registration, receive or record their transponder and ensure completion of all necessary paperwork. Failure to do so within the designated times will result in fees being forfeited, and will prevent the

driver from being able to participate in the event, unless otherwise arranged.

DRIVERS & CO-DRIVERS

1. Only competitors that are listed on the official DCMP entry form may drive or co-drive the vehicle for which they are registered. Registration is limited to a maximum of four competitors per vehicle. Co-Drivers must always be requested with the necessary fee paid.
2. Drivers are allowed more than one substitute driver if deemed medically necessary. Automatic medical conditions allowed are injuries that include broken bones and pregnancy. Other medical reasons will need to be reviewed on a case-by-case basis by the Racing Director.
3. Competitors may exit vehicle during event as follows:
 - A. Co-driver(s) may exit vehicle on course to spot, winch, repair vehicle, or bio break.
 - B. Driver may exit vehicle on course to repair vehicle or bio break.
 - C. Competitors may exit vehicle in designated pits.
4. No person may exit vehicle, unless it is safe to do so.

EVENT COURSE

1. DCMP will set the maximum duration and length of an event. Adult races are 2hrs, kids/youth are 1hr in length. Milage depends on location of race. Some race events may have extended race times which will be pre-advised.
2. An entrant's official time shall be the total elapsed time between their assigned starting time and the time they cross the official finish line. This elapsed time must be less than the designated time limit of the event. If an entrant does not report to the staging area in time to stage in their respective starting position, the entrant will be placed in the rear and will start after the last assigned start time. If an entrant does not report to the staging area in time to start before the last assigned starter leaves the starting line, they shall be judged DNS. In all cases, if the entrant does not start at their assigned time, their time will still start from their assigned starting time, not their actual starting time.
3. The winner of the event shall be the entrant that either: finishes the race with the lowest elapsed time or completes the most laps or greatest distance within the event time limit, or receives the best score for the event. The entrant must also meet all other criteria and must not be disqualified in order to be declared the official event winner.
4. When encountering an on-course accident, rollover, breakdown, or disabled vehicle, all entrants must make reasonable efforts to assess the condition of the competitors involved. Competitors who are involved in an accident, rollover, breakdown, or whose vehicle is disabled must make every effort to signal their condition to passing competitors (e.g., give a thumbs up). If, upon encountering an on course accident, rollover, breakdown, or disabled vehicle, a passing vehicle is unable to determine that the competitors involved are OK or if there is any doubt as to the status or condition of the competitors involved, they must inform a DCMP official at the next checkpoint, or pit stop or by radio (if so equipped) of the location, vehicle number, and any apparent injuries.
5. Any entrant who must discontinue the event **MUST** report to a race official at start/finish that they are out of the race.
6. No aircraft including drones are permitted for the purpose of race support. This includes, but is not limited to, flying over any race vehicle; transportation of competitors and/or support crews (unless a medical emergency exists); communication with race vehicle; spotting for race vehicle; transportation of equipment and/or parts; landing on or near the racecourse in areas other than approved by DCMP and within FAA rules; and interfering with the normal conduct of the event. Violation of this rule may lead to entrant's disqualification. Requests for aircraft special use (i.e., filming, observing, etc.) must be submitted to DCMP in writing. Requests must include the radio frequencies (helicopter or aircraft frequency and race team frequency) to be used and must be submitted no later than one month

before scheduled event. Any request received during the month prior to the event shall not be considered.

7. Starting procedures will be announced at the drivers' meeting at each event.
8. No entrant may leave the start line before their assigned start time.
9. All competitors may be checked for their safety gear sticker or armband and all vehicles may be checked for their technical inspection sticker at start or pit stops. Every competitor is responsible for their safety gear sticker, armband, and vehicle technical inspection sticker. Any entrant not in possession of the required safety gear sticker(s), armband(s), or vehicle technical inspection sticker may be subject to disqualification.
10. No entrant vehicle shall be towed, pushed, pulled or otherwise moved or transported by any non entrant vehicle, or spectator group on the official course while an event is still in progress. Exceptions may be made by DCMP officials if broken down vehicle is impeding flow of race traffic. If necessary, a course worker may assist with movement of broken-down vehicle without penalty to the driver. Occupants of a vehicle that is pushed, pulled or towed clear of traffic must make necessary repairs to leave, under their own power, the area to which they were relocated. No vehicle may be pushed, pulled or towed by another vehicle within the last one hundred yards (100 yards) (91.5M) of the finish line.
11. No person may be registered as the Driver for more than one vehicle at the same event. The Driver may be registered in another vehicle as a co- driver.
12. A marked course is the official route designated by and marked with official DCMP markings. All vehicles must follow this route during the event and shall drive only in the correct direction of the course route. Driving in the opposite direction of the course to gain a competitive advantage is prohibited and shall be grounds for penalties of up to and including disqualification and suspension.
13. Failure to stage or report to starting line-up by posted or announced time; or failure to stage or line up in time to start at assigned starting time: Rear start or DNS.
14. Speeding in a restricted speed area up to 5 mph over announced or posted speed limit by race vehicle or support vehicles: One position penalty.
15. Speeding in a restricted speed area is prohibited. Speeding in excess of 5 mph over announced or posted speed limit by race vehicle may result in Disqualification.
16. Short coursing, defined as intentionally or unintentionally leaving course limits and receiving a competitive advantage, is not permitted and may result in time penalties or a DNF at the point where the course was deviated. Short Coursing Infractions can be corrected without penalty by safely returning to the start point of the deviation and continuing the marked course. Correction must be done before the completion of the current lap or crossing finish line, whichever comes first. Specific boundaries of the official route shall be addressed during the drivers meeting. General guidelines include the following:
17. Any deviation from the marked course outside the limits of the course center, as defined by the following will be considered short coursing:
 - a. Rock Trails – 15FT' on either side of course center
 - b. Bottle Neck- 30FT' (15.25M) on either side of course center (if course is blocked by another vehicle)
18. Infractions can be corrected without penalty by safely returning to the start point of the deviation and continuing the marked course. Correction must be done before the completion of the current lap or crossing finish line, whichever comes first.
19. Excessive or abusive nerfing or bumping: Disqualification. Excessive blocking will result in a time penalty for the first offence of 30 seconds, and race disqualification for the second offence. Slower vehicles must give way to faster vehicles when a safe passing area is reached.
20. Any competitor or competitor's crew member traveling on the course before the official event finish in other than event-registered vehicles participating in the event, may subject entrant to penalties of up to and including disqualification and suspension. There is no outside assistance permitted on the course or near the course during the event except for in the official areas designated for pits and/or fuel stops. DCMP reserves the right to assess each situation and respond accordingly.
21. Competitors are not permitted to receive outside assistance during green flag conditions. However, if

- a vehicle breaks down on the course, or rolls over and requires assistance to be righted, the following rules apply. Any deviation from these rules may result in entrant being disqualified.
22. Driver or Co-driver who is with vehicle at time of breakdown may travel by foot to and from an official DCMP designated pit stop of their choice, in order to retrieve equipment or parts necessary to repair vehicle. Except as detailed below, if any other person delivers equipment or parts to entrant vehicle, entrant will be subject to disqualification. Obtaining equipment or parts from any location other than an official DCMP designated pit stop will subject entrant to disqualification.
 23. Another race-entered vehicle may pick up equipment or parts at an official DCMP designated pit stop (but not from any other location), and then deliver that equipment and/or those parts to broken down vehicle. The race vehicle picking up and delivering the equipment or parts must travel in the proper direction on the course. Traveling the wrong way on the course will subject both entrants (broken down vehicle and delivery vehicle) to disqualification. If any pit support vehicle or other vehicle not registered and competing in the event, delivers anything to a broken-down vehicle, that broken down vehicle entrant shall be subject to disqualification.
 24. No entrant that has officially finished the event or has ceased competing may re-enter the course to deliver anything to a broken down or stranded vehicle. With the permission of the Executive Directors or Racing Director, DNF vehicles or vehicles having officially finished the event may enter the course after the close of the course checkpoint immediately after a broken or stranded vehicle to retrieve the broken or stranded vehicle and return it to main pit as a DNF, providing that in doing so neither vehicle travels or crosses any part of the course that is still live or active.
 25. Race vehicle traveling on the course in the reverse direction of the course before the official completion of the event may result in penalties or Disqualification.
 26. Pit support vehicles traveling on the racecourse before the official completion of event may result in penalties or Disqualification.
 27. To minimize environmental impact and minimize traffic congestion on the course, DCMP will provide official recovery crews to aid in the righting of vehicles that have rolled over. Entrants may use this service, if available, or other outside assistance (i.e., assistance from spectators) ONLY to right a rolled vehicle. Once righted, vehicle must not receive any further outside assistance of any kind. If able to continue after having been righted, vehicle may continue on course without penalty. If vehicle cannot continue after righting but does not, in the opinion of the officials, pose an impediment to traffic flow, entrants may attempt to repair vehicle and continue, but may not receive any outside assistance in doing so.
 28. Any entrant vehicle that is unable to continue, whether or not it has been righted with or without outside assistance, and that as a result of being disabled poses, in the opinion of the officials, an impediment to traffic flow, may be relocated on, or removed from, the course by means of official recovery crews or other outside assistance only to the point that they no longer pose an impediment to traffic flow. Once so relocated or removed, competitors may attempt to repair vehicle and continue, but may not receive any outside assistance in doing so.
 29. Competitors may not receive any help in repairing a damaged vehicle outside approved pit areas. At no time, may a team accept outside assistance from spectators to navigate an obstacle. no entrant shall receive any outside assistance whatsoever. At no time, regardless of circumstance, shall an entrant receive outside assistance which unfairly benefits that entrant. Receiving advice, guidance, or spotting through an obstacle from anyone other than a co- entrant or co-competitor may be considered an act of outside assistance.
 30. No participant or any other person except a DCMP official shall remove, alter, or relocate course markings. Any person found to have removed, altered or relocated course markings will be subject to disqualification and/or immediate removal from the event area and may be banned from future DCMP events.
 31. Pre-running and course knowledge obtained thereby is the responsibility of every entrant of a DCMP event. Pre-running must be done in a safe and sensible manner. Unsafe and/or irresponsible driving during pre-running will subject entrants to penalties of up to and including disqualification and suspension. Participation in pre-running is at entrants' own risk and may not be part of the official event. All pre-running should be conducted according to park or land-use rules. Pre-runners must be

aware of, and abide by, any rules or regulations regarding the use of the park property. Participants engaged in pre-running shall always consider safety as the highest priority and be aware of other recreational users of the area in which they are pre-running.

32. There will be an option to pre-run each event. There will be a mandatory parade lap before the start of the race as well. If you do not make the parade lap you will be penalized and put in the back of the starting grid.

PITS

1. Any person who intends on being present in the pits must sign the appropriate waiver and be recorded with Registration in order to receive a pit band pass.
2. Stationary pits outside of designated areas or traveling in restricted areas Will result in disqualification.
3. Reckless driving in pit areas or on any access roads by race vehicle or support vehicles will result in Disqualification. At all times the Driver assumes responsibility for the actions of their pit crews, support crews, and all others associated with their team. Pit bands must be worn by all members of the pit crew. No exceptions. Penalties for non-compliances will be:
 - a. First level minor infraction: First offense, warning and non-banded person removed from the pit area until banded. Second offence will result in a 5 minute penalty for each non-banded person in the pit area added to the Drivers elapsed time.
 - b. Second Level Major infraction: Automatic disqualification if any non-banded person touches the race vehicle in any way or performs any race pit support to the vehicle, driver or co-driver.
4. The Driver assumes all responsibility for their pit area. If someone is in your pit without a band it is on you whether you know them or not. Police your pit area.
5. No person under suspension by DCMP will be permitted to participate in any event or be permitted to enter the pits or course area.
6. Any pit support vehicle running on or near the course shall result in the entrant being disqualified.
7. Pits located in any areas other than those areas officially designated as pit areas by DCMP: Disqualification.
8. Any competitor, crew member, or other pit pass holder who takes part in any demonstration in the pits, on the course, or in the surrounding area before, during, or after an event shall be subject to expulsion from the area, suspension from future DCMP events, and possible legal action.
9. Maximum speed limit on all main pit access roads and in all pit areas shall be 15 mph (24 kph) for all vehicles.
10. DCMP reserves the right to change speed limits to account for conditions.
11. The Racing Director shall determine the pitting zone around each pit stop.
12. All pit supplies must be at least 5 feet from the edge of the course.
13. All pits must have a fire extinguisher at all times.
14. All pit fire extinguishers must have current (less than one year old) fire marshal's tag, seal in place, and be fully charged. Random checks will be made and time penalties may be assessed if extinguishers are not manned and ready.
15. All young children and pets must be kept out of the immediate area where vehicles will pit. Pets must be kept on a leash. All campfires must be kept out of immediate pit area. Campfires must not be placed between the course and pit. Campfires may not be permitted due to federal and state regulations. Firewood with nails is prohibited.
16. All entrants are responsible for cleaning the pit areas they used during the event. **19.** Fuel mats are required for all refueling. No vehicles shall be refueled outside approved pit locations. Storage of fuel in the pits shall consider safety the highest priority. Check with local event restrictions concerning the storage, transportation, and transfer of fuel. DCMP highly recommends the use of safety tape and "No smoking/No open flame" signs in the area surrounding fuel storage and transfer locations.
17. All vehicles may only be refueled with vented fuel cans or gravity fed fuel towers at atmospheric pressure only. No pressurized fueling systems are allowed. Overhead fuel towers must be located at least 10' feet from the course. All towers shall only use a fueling hose that incorporates a manned spring-loaded dead-man valve that automatically closes the fueling hose when the handle is released.

All towers shall only use a fueling hose that incorporates a break-a-way feature that seals the tank/fueling hose if the fueling hose is detached (e.g., in the event the vehicle departs with the hose still attached to the vehicle.) Some form of fuel catch can or container must be in place to prevent overflowing fuel from touching the ground. An attendant manning a fire extinguisher must always be in attendance during the transfer of fuel into the cans or overhead rig. It is highly recommended that your fuel system and your vehicle are grounded during refueling.

18. No other work may be performed while fueling is taking place.

COMMUNICATIONS

1. DCMP announces main race channel at driver's meetings. DCMP reserves the right to change the main race channel frequency if deemed necessary. DCMP will make all reasonable efforts to notify all entrants of any changes to the main race channel frequency.
2. Medical emergency operations frequency will be announced, if separate from race ops, at driver's meeting during all DCMP events.
3. All radio or other transmissions which interfere with DCMP control communications are strictly prohibited except in the case of medical emergencies.
4. All race and support-vehicle radio equipment is strictly prohibited from interfering with or disrupting race communications on all frequencies allotted to the amateur radio band, public service band, citizens band, marine band and aircraft band as defined by FCC rules.
5. In cases where DCMP is the co-promoter using an existing sanctioning body's event logistics, that sanctioning body's radio frequencies will be used. All entrants must verify radio frequencies before attending any event.
6. Spotters are permitted during the race but must have the applicable pit area band and sign the appropriate waivers at Registration during the designated registration times.
7. Spotter must check in with the DCMP official in the designated spotter area before the start of the race and must remain in the area as long as his/her vehicle is on the track.
8. Spotters must have 2 working radios consisting of 1 working "listen only" radio and headset with the ability to hear the competition director as well as 1 two-way radio to communicate directly with the driver in the race vehicle.
9. Drivers may be penalized for inappropriate spotter behavior.
10. Spotters must have vehicle numbers marked clearly on front and back of person so as to be easily visible to DCMP officials.

H) SERIES POINTS & CHAMPIONSHIPS

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. 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. If a race is cancelled for whatever reason, this round 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. 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.
7. The overall points championship is not official until after the last race of the season. 8. 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.

I) TIMING AND SCORING

1. 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 remote timing transponders. Transponders can only be rented through DCMP or purchased through RaceReady and numbers must be recorded with DCMP officials.
2. Transponders- Drivers are responsible for the installation of all transponders. Any entry without a properly charged, properly installed, functioning transponder may not be scored and may be subject to further penalty.
3. Transponders must be mounted as specified. See class rules for required locations. 4. 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.

J) INFRACTIONS & PENALTIES

AUTHORITY

1. The Racing Directors and DCMP Officials have the authority to penalize, disqualify, or suspend any entrant for violations of the technical rules.
2. Penalties Under Green – The following procedure shall be utilized if penalties are applied by a Racing Director under green flag conditions.
3. Driver Team can:
 - A. Accept penalties and continue racing
 - B. Accept penalties and retire from event
 - C. Continue racing and challenge penalty at the finish with a protest
4. The Racing Director has the overarching and FINAL authority to disqualify/black flag any competitor at any time for safety infractions.

INFRACTIONS

The following list of infractions is a guideline used by DCMP in assessing penalties. These guidelines are not meant to infer that these are the only possible infractions, nor the only penalties that may be assessed against any entrant participating in a DCMP event.

1. Unauthorized Competitive Advantage
 - A. Minor infraction – usually unintentional, non-strategic, accidental in nature resulting in a minor competitive advantage. Generally, yields up to a 15 second advantage.
 - B. **Minor infraction penalty: five (5) times the received benefit**
 - C. Major infraction – intentional, strategic, and blatant disregard for the rules resulting in a major competitive advantage. Generally, yields more than a 15 second advantage.
 - D. **Major infraction penalty: ten(10) times the received benefit**
2. Received advantage will be determined by the Racing Director iii Course/Trail Bypassing
3. Skipping or bypassing a marked trail in its entirety will result in a DNF at the mark where the course was deviated.
4. Time penalties will be added to the actual finish time of the competitor and will not be used to determine if the competitor has finished outside of the allowed time limit for the race. If it is found by the Racing Director that the competitor has short coursed in order to make the finish under the time limit the finish time will include the penalty minutes resulting in a DNF.
5. *Conduct detrimental to DCMP- Any action deemed detrimental to DCMP, or the specific event will result in automatic disqualification for the season up to permanent ban.*
6. Any entrant disqualified from any event for any reason whatsoever forfeits any and all prize money, points, and contingencies won in that event. Entrant will not be entitled to a refund of any portion of entry fee.
7. When video replay is available it will be used to resolve a timing issue, scoring issue, or protest situation.

K) 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.
8. 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.
9. 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.