

2011 RULES OF COMPETITION



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[www.middleford-speedway.com](http://www.middleford-speedway.com)

As of January 1, 2011

Delmarva Modified Lite Association shall hereafter be referred to as DMLA throughout the rules and descriptions. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specification. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final!

#### GENERAL RULES

- 1) All DMLA vehicles are subject to inspection at any time.
- 2) Approval of a DMLA vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected DMLA vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, nor shall the sanctioning body, for any mechanical failure not for any losses, injuries or death resulting from same.
- 3) DMLA race rules shall apply to all DMLA sanctioned events. Driver must hold a current DMLA competition membership in order to receive points and payouts.

#### SPECIFICATIONS

- 1) **BODY STYLES** – Any car specifications not covered in this body spec are subject to DMLA interpretation. Any significant performance advantage will be addressed on an individual basis. DMLA reserves the right to determine what constitutes an unfair advantage.
  - a) 1928-1948 American-made production vehicles only, 5/8 scale, Two-door sedans, coupes, or pickup trucks. These are to be known As Classic Modified body styles.
  - b) Modified appearing body style such as IMCA or Dirt modified. These are to be known as Modified Lite body styles.
  - c) All chassis specifications are the same for both body styles.
- 2) **BODY REQUIREMENTS AND SPECIFICATIONS**

##### 2a) CLASSIC AND OPEN MODIFIEDS

(a) Body must be 5/8 scale, stock appearing. Maximum outside tire width 60", cars must pass freely through a hoop 60 1/2" wide by 50" high, 73" wheelbase plus or minus 1".

- 1) Must have grill shell or simulated open radiator matching original Body style, any material.
- 2) Doors, windows, and cowlings must retain stock appearance. Hood louvers allowed for cooling, but must maintain stock Contours.
- 3) Engine compartment must conform to scale and match contour Of body. Hole may be cut for breather clearance only. Ram air Induction system prohibited.
- 4) Must have closed truck lid or fully enclosed truck access panel

Conforming to original body lines. Louvers allowed no holes.

5) No fenders.

6) 4 inch spoiler on rear deck allowed.

7) Ram air induction system prohibited.

(b) Body will be metal construction, 26-gauge steel or .040" aluminum. Fiberglass or plastic grill shells allowed. All exposed edges must be folded or trimmed over.

Legends cars may be allowed under local rules. No lips or spoilers of any kind.

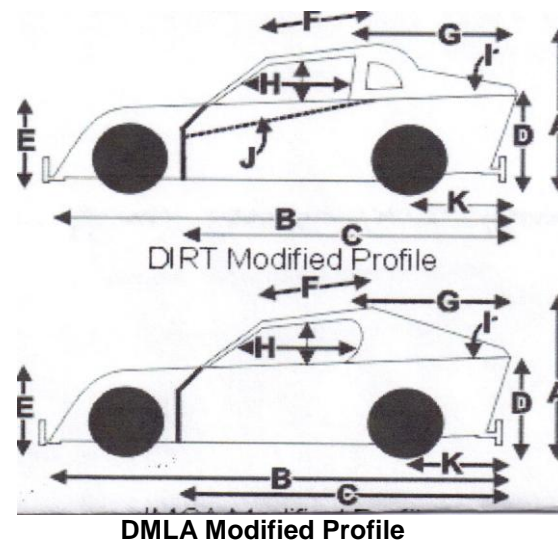
(c) NO open top cars (roadsters, convertibles). No panel trucks, station wagons, or specialty cars.

(d) Classic Modified Overall Dimensions.

1. NO car over 50" tall, top to ground. Body height maximum 44", Bottom edge to top (including frame rail).
2. Maximum body width 38" Maximum frame width 34", min 30"
3. Body contour must follow frame and roll cage. Roof hatch entrance Allowed.
4. Frame ride height must not let car bottom out on track.
5. Drivers door must be operational and equipped with secure latch.
6. Fasteners on hood, trunk, or panels must be positive, locking type.
7. 124" maximum total length, bumper to bumper +/- 1 inch.
8. Kick outs or side nerf bars run the full length of the car between Tires. They must be 1 1/4" maximum 0.125 wall thickness. They Cannot stick out beyond 1" from side of the tire. Mounting points to Frame must be made in at least 2 points, however, if two points are Used, there must be a hoop formed in the bar, facing downwards Between the connection points.

### MODIFIED LITE

The intent of these preceding specifications is to follow the bodyline and design of an exciting DMLA or Dirt modified racecar.



### 2b. MODIFIED LITE

- (a) OVERALL DIMENSIONS
  - A. 42" min 50" max from ground – total car height.
  - B. 124" maximum total length, bumper to bumper.
- C. SIDES AND REAR QUARTER PANEL
  - 1. 84" max – Door and rear quarter length.
  - D. 30" min 38" max – side height of rear quarter panel from the ground. 30" max height of quarter panel.
- E. HOOD
  - 1. 20" min 27" max – hood height excluding breather protectors (Bottom of frame rail to top of hood). Ram air induction system prohibited. Rear of hood becomes part of windshield area rules. No part of nose section (in front of spindle centerline) may be wider than a maximum of 24". Hood may taper out to door panels at the rear.
- F. ROOF PANEL
  - 1. 40" min 48" max – length of roof panel. 36" min 42" max – width of roof.
  - (No part of roof panel may have more than 14\* of angle rake. No Deflector of any type on upper sides or rear roof panel. Roof Entrance hatch optional.)
- G. REAR UPPER QUARTER PANEL
  - 1. 20" min 38" max rear upper side panel may contain Plexiglas. Side panels maybe no higher than 3" at the rear of the straight line of Quarter panel top edge. Side panel may be no higher than an imaginary Line from the rear edge of roof panel to 3" above the top edge of the rear Quarter panel.
- H. SIDE WINDOW
  - 1. 18" min side opening length. 10" min side opening height front and Rear.
- I. INTERIOR
  - 1. 46" min 50" max – width of rear shelf and body panels. Rear shelf May have no more than a 5\* max rake and may not be concave or Convex in design. No lips or spoilers of any kind. The rear frame area from the rear shelf downward a minimum of 16" must be completely enclosed the width of the frame. Louvers allowed, no holes.
- J. ADDITIONAL INTERIOR SPECIFICATIONS
  - 1. 36" min 56" max – length of right side pod area with max 30\*. Left side pod May be altered for driver access.
  - 2. Rear quarter distance from center of rear 20" min. 30" max.
  - 3. Cockpit cover with a max of 1/2" lip will be permitted providing the on/off cutoff Switch is reachable from outside the car by safety personnel.
  - 4. Deck lid height from ground 30" min. 36" max. with NO rear lip extending upward.
  - 5. Side pod may not extend rearward past the centerline of rear axle.
  - 6. Body must be centered on chassis.
  - 7. If windshield is used, it must be flat.
  - 8. All body dimensions will be teched + or – 1/2" unless otherwise specified.
- 3. WEIGHT
  - (a) All cars following (a) "DMLA Pure Stock" engine program must weigh a min of 1260 lbs, with driver after race.
  - (b) All cars following (b) "DMLA Spec Engine" motor program must weigh 1300 lbs, with driver after race.
  - (c) All cars following (c) "DMLA Open Engine" motor program must weigh 1325 lbs, with Driver after race.
  - (d) No weight outside of car body, i.e. on nerf bars.
  - (e) Hood will be clearly marked with cc displacement and min weight as outlined in

**Engine Specifications, Paragraph 11.**

- (f) This weight program will be monitored for parity and competitiveness and may be changed at the discretion of DMLA.
- 4. BUMPER DIMENSIONS**
- (a) Front max width 30", Bumper height 6" to 8" with 2-bar loop. Ground to top of bumper: 12" min, 16" max. Bumper may not extend more than 12" forward of front tires.
- (b) Rear max width 56" with 3 vertical bars. Bumper height 6" to 8" with 2-bar configuration. Ground to top of bumper: 12" min, 18" max. May not exceed more than 8" behind rear body panels.
- (c) Bumpers must be hollow with max wall thickness of .125
- 5. FIREWALL**
- (a) Firewall must be metal and must completely separate engine compartment from cockpit. Engine protruding into cockpit must be enclosed.
- 6. WINDSHIELD**
- (a) Windshield must be Lexan, wire mesh, or protection bars. Lexan highly recommended when running asphalt. No Glass. All other cockpit areas must remain open. Deflectors may be used in front of driver. May be no wider than roll bar area.
- 7. NERF BARS**
- (a) Full length nerf bars between front and rear tires mandatory. Maximum outside diameter of 1.25" and .125 max thickness, must be hollow and may not exceed out beyond tread width more than 1" at the rear only.
- 8. SEAT**
- (a) Seat must be high-backed aluminum, racing type. All cars will have a permanent bar located behind top of seat at shoulder level. Bottom of seat will not be more than 63" back measured from upper ball joint. Seat may be titled back for added driver head clearance, however, no portion of the seat may be back more than 70" as measured above. Seat must be secured at the bottom with four 7/16" bolts and nuts.
- 9. NUMBERS AND GRAPHICS**
- (a) Car number must be min 12" in height and 2" stroke. Must be displayed on each door and roof or trunk. Numbers in 4" size should be on front and rear of car to help with line-ups.
- (b) You must indicate on the sides of your hood, the engine program in use. Examples are as follows:
- A. Pure Stock GSXR1000 1260 lbs
  - B. Spec Engine GSXR1000 1300 lbs.
  - C. Open Engine GSXR1070 / ZX12 1325 lbs.
- 10. WHEELS AND TIRES**
- (a) Steel wheels only, min wall thickness .090", 13" only, Wheel width max 8" and tread 7 7/8".
- (b) All classic modified body styles and Modified Lite body styles will only be allowed to use Hoosier DOT tires (215 or 235 soft/med) . All tires for Classic modified body styles will have an unlimited durometer. All tires for Modified Lite style bodies must durometer 40 before any racing event.
- (c) Bead lock rims are optional, and can be used on any or on all four wheels.
- 11. ENGINE SPECIFICATIONS**
- (a) Pure Stock Engine motor Program Specifications:  
**1000cc OR LESS WATER-COOLED ENGINES BETWEEN THE YEARS OF 2000 AND 2008 CAN BE USED IN THIS PROGRAM. MINIMUM WEIGHT REQUIREMENT FOR THIS PROGRAM WITH DRIVER WILL BE 1260 POUNDS**
1. engine must remain in its pure stock factory manufactured condition.
  2. Bore and stroke must remain unaltered from a factory manufactured specification.

3. No altering of pistons, rods, head components, cams, or cam sprockets. No after market head gaskets will be allowed. Milling of head will not be allowed.
4. Only factory supplied ignition and ECU box will be allowed.
5. No fuel monitoring devices will be allowed.
6. Engines must remain with injectors or carburetors that were supplied with engine from the factory. You will not be allowed to interchange any component that was not factory supplied with your engine.
7. Alternators must remain on the engine, and cannot be removed.
8. Engine parts from different year engines cannot be swapped between engines.
9. After market valves cannot be used.
10. Factory balancer and/or balancer shaft must remain in engine in unmodified form and in original placement.
11. Freshening of any pure stock engine must only involve the replacement of any worn or faulty parts, with factory manufactured parts intended for use on that particular engine.
12. One piece billet, or cut down oil pans may be used.
13. Engines manufactured below 1000cc, may be used in the pure stock engine program, if the engine is factory supplied with carburetors. Engines below 1000cc with factory supplied fuel injectors may not be used in the pure stock program. Aftermarket air boxes and air filters will be allowed on carbureted engines below 1000cc.
14. The intent of the pure stock engine is to use engines directly from a factory supplied street legal motorcycle, without any modifications whatsoever. If there is something that has not been addressed in the above specification, do not assume modifications can be made. You must request clarification from your governing body with any item that has not been directly addressed.

Allowable engines that may be used in this program will be:

Suzuki GSXR1000  
 Honda CBR1000RR  
 Yamaha YZFR1  
 Kawasaki ZX10

**(b) DMLA Spec Engine Program Specifications:**

**1000cc OR LESS-WATER-COOLED ENGINES PRODUCED BETWEEN THE YEARS OF 2000 AND 2008 CAN BE USED IN THIS PROGRAM. MINIMUM WEIGHT REQUIREMENT FOR THIS PROGRAM WITH DRIVER WILL BE 1300 LBS.**

1. Must remain stock bore and stroke, no altering rod or piston specifications.
2. All head components must remain stock, (except cam sprockets may be slotted).
3. Cams must be as per original equipment manufactured (OEM) and must meet specs as per manufacturer. Cam shafts must remain stock lift and duration and be in their original placement. (i.e. intake on intake side, and exhaust on exhaust side).
4. OEM stock ignition system only. Power commanders, TFI or any fuel monitoring devices can be used, but may not include any additional boxes, modules, or devices to alter motor function. Bazaar fuel performance devices will not be allowed.
5. Engine must retain its stock fuel induction system. May use after market air filter systems.
6. Alternator recommended but not mandatory.

7. Parts from different year engines cannot be swapped between engines.
8. Effective in 2012, no modifications to the bottom of the engine will be allowed, all bottom end components must remain in stock configuration. Lightening of crankshafts will not be permitted. 2012 weight requirements will be confirmed at a later date.
9. Valves must be stock.

**(c) DMLA Open Engine Program Specifications:**

**ENGINE ALLOWED BETWEEN THE YEARS OF 2000 AND 2008 CAN BE USED.  
MINIMUM WEIGHT REQUIREMENT FOR THIS PROGRAM WITH DRIVER WILL BE  
1325 LBS.**

1. Side draft ZX12 motors 1250cc (+1%) with max CC on 1000 Engines of 1074 .
2. Down draft motors limited to 1200cc maximum with no variance.
3. ZX12- must remain stock bore, stroke, rod length, and be stock appearing. Stock OEM fuel injection only. All head components must be OEM stock with the exception of cam sprockets. Only OEM stock ignition with OEM ECU box can be used. Power Commanders, TFI, or other fuel monitoring devices, wired into the harness, with no connections, will be allowed. No fuel monitoring control devices allowed in the drivers reach or driver cockpit area. Bazaar fuel performance devices will not be allowed.
4. Water-cooled engines 1100cc and below can run carburetors or fuel injection systems. Engines above 1100cc OEM must remain in their original stock configuration of carburetors or fuel injection.
5. Down draft engines must run gasoline only.
6. No engine can be modified to be less than original stock configuration OEM specifications.
7. Engine must be in production for a designated time period to determine its competitive relationship with our current motor program. Any major changes to the existing engine by the manufacturer must be reviewed by the DLMA board before approval.
8. OEM electronic engine components (Power Commanders permitted), will be reviewed annually to ensure equality.
9. Carburetors and cams optional (except ZX12).
10. After market cylinder heads will not be allowed on any engine.
11. Porting, grinding, polishing, or changing stock of configuration of intake or exhaust ports allowed on oil-cooled motors. Carburetor/fuel injection boot must fasten directly to head in the stock intake port location.
12. No porting, or grinding, polishing, or changing stock configuration of intake or exhaust ports allowed on water-cooled motors. Casting part lines must be visible upon inspection. Intake port area may be altered to match intake boot. Alterations not to exceed 3/8" into intake port. Carburetor/fuel injection boot must fasten directly to head in the stock intake port location.
13. Header must attach directly to head in stock exhaust port location.
14. Oiling system may not include a dry sump system.
15. No increasing or decreasing of motor stroke in any way.

**NOTES:**

1. Weight allocations for all engine programs can be reviewed based on track performance and may be altered to suit the competitive nature of modified lite racing.

2. You must indicate on the sides of your hood, the engine program in use. **EXAMPLES ARE AS FOLLOWS:**

(A) Pure Stock GSXR1000 1260 lbs.

(B) Spec Engine GSXR1000 1300 lbs.

(C) Open Engine GSXR1070 1325 lbs.

(d) "General Motor" Specifications:

1. Four cycle, four cylinders max only. Must have working transmission, clutch, and starter with all parts in place. Complete Clutch assembly must remain in engine. External reverse boxes allowed. No air controlled shifting devices.

2. No auxiliary starters.

3. Engine must be front mounted in engine compartment.

4. Engine setback: The "square of the engine" (rear fins of the jugs) may not extend rearward more than 17" from the center of the front spindle. No part of the engine or transmission may extend rearward more than 21 inches from the center of front spindle.

5. No after market fuel injection, and no turbos. No nitro, or nitrous oxide.

6. Engine must be cooled by original intent. You may use extra fan or oil cooler.

7. Engine exhaust must include muffler and exit rearward. All muffler devices must include baffles. **MUFFLER MUST BE A MINIMUM OF 95 DECIBLES AT 25 FEET OR MEET LOCAL TRACK REGULATIONS, (IF MANDATORY).**

(d) Engine Tech Procedures

1. Cylinder cranking compression- Cylinder cranking compression- minimum 100 p.s.i., Maximum 220 p.s.i. per cylinder no averaging allowed, no variance, measured with a Snap-On compression gauge with adapters, after ten (10) revolutions of cranking, 15-45 minutes following feature event. Top three finishers of the feature even will be teched, or quantity as determined by DMLA officials.

2. Carburetors or Fuel Injection and all four (4) spark plugs must be removed before checking compression.

## 12. BATTERY, FUEL SYSTEM

(a) Battery and fuel pump must be mounted outside driver compartment. Battery must be secure and held with a non-rubber strap. Electric fuel pump allowed.

(b) Fuel cell mandatory, maximum 5 gallons, located in trunk.

(c) Gasoline or alcohol only, no fuel additives allowed. According to local preference.

(d) Reinforced or steel braided line must be used in all high-pressure areas.

(e) A direct manual cutoff switch wired to ground circuit will be installed on the right rear shelf or rear fire wall within 6" of the corner formed by the rear deck and rear fire wall. Switch will be located over the right shoulder of the driver. The emergency electrical cut off switch will be clearly located and marked.

(f) All terminals to electrical equipment in trunk area must have rubber coverings over all terminal connections.

## 13. DRIVE TRAIN

(a) Must use steel drive shaft from transmission to automotive rear end. Minimum 2.50" x .083" or 2" x .120"

(b) Quick change rear ends allowed with steel tubes only.

(c) Drive shaft tunnel must have minimum of 2 (3 recommended) 360-degree hoops between firewall and seat back. Must be fabricated of minimum .1875" x 1.5" steel bar. 1"x .095" steel tube highly recommended.

(d) Rear must be locked or have a solid spool.

## 14. FRAME AND ROLL CAGE

(a) Main frame members will be a minimum of 1" X 2" x .120" wall rectangular steel tubing only. Mainframe rail consist of the length between the front lower a-arm cross member and the rear main roll bar upright. No aluminum allowed in cage or frame.

(b) Main frames will have a minimum of 3 cross members between firewall and back of seat fabricated of same material as frame rails. Alternate material may be steel angle, min. .125" X 1.5" X 2". Cross-bracing in floor under driver strongly recommended. Rear frame

rails at rear roll bar must be 34" max and 30" minimum outside dimension. Rear roll bar must meet same dimension as the frame it is mounted to. Frame may taper forward of driver seat area. Front engine area frame width must be 24: max and 20" min outside dimension. Left and right frame rails must be the same + or -1/2".

(c) Roll cage must be DOM steel minimum 1.25" x .095" (.095 recommended) in all cars manufactured from 12/98 on. Clubs may grandfather older cars with 1" x .065" tubing. Cross-brace or diagonal strongly recommended in hoop over driver's head.

(d) All cars must have cage bars installed across door openings on both sides. Bars should be welded in place as part of roll cage. Minimum size 1.25" x .095" cars with bars mounted on doors should have full doorframe and minimum of 2 horizontal cross bars. Minimum 1" x .083". Cars with bats mounted on doors must have 1/4" x 2" steel stops welded in on each side of the opening, totaling a minimum of 4" on each end of door.

(e) It is required to have a steel bar with a minimum size of 1" x .065" from doorpost to doorpost, under the dash. Steel plate on driver's door bars recommended.

(f) It is recommended that, if using rivets, body panels attach to tabs welded onto cage instead of drilling multiple holes into cage bars.

(g) No down tube frame cars allowed. Any bars going from cowl area to snout must remain below the upper line of hood.

(h) Classic pickups many have two (2) bars going from upper rear roll cage down to rear clip.

## 15. SUSPENSION

(a) Front suspension must not extend rearward past the most forward panel of the firewall.

(b) Rear trailing arm/radius rod specifications:

1. Arms may have a maximum length of 30".
2. Torque-absorbing devices are permitted.
3. Maximum 3 radius rods or 3 link suspension.

(c) Wheel offsets are allowed.

(d) Hub offsets are NOT allowed. Hubs front and rear must be within 1/2" distance from mainframe rail on either side of car, measured from center of rotor to vertical plane of frame rail.

(e) Coil-over shocks are the only allowable means of supporting the chassis. One shock and spring per wheel only.

(f) Shocks must be of all-steel construction, non-adjustable type. May not be of a type that allows disassembly.

(g) No driver shall have the ability to adjust suspension from inside car.

(h) Straight front axles are prohibited. Local clubs may grandfather existing cars for competition.

(i) No leaf springs.

(j) No birdcage type rear linkage.

(k) Anti-roll (sway) bars permitted front or rear. Must be connected without adjustments to arm location.

(l) No torsion bar suspension system of any type allowed.

## 16. STEERING

(a) All steering components must have safety fasteners such as cotter pins or self-locking nuts.

(b) Manufactured quick-release steering wheel hubs mandatory.

(c) Rack and pinion steering is mandatory.

(d) Collapsible steering shaft highly recommended.

## 17. BRAKES

(a) All four wheels must have working calipers and rotors.

(b) Rotors and calipers:

1. Steel rotors mandatory, .250 minimum thickness.
2. Steel OEM calipers or aluminum calipers.
3. Cutting & scalloping of rotors will be allowed with no rotor surface being less Than 3/4" in width.

- 4. Drilling of rotors is permitted.
  - (c) Adjustable brake bias and wheel shut offs allowed.
  - (d) Competition-type master cylinders allowed.
- 18. SAFETY EQUIPMENT**
- (a) Fire bottle system **HIGHLY** recommended.
  - (b) Driver uniform will consist of:
    1. Fire suit (single layer minimum, one or two-piece).
    2. Fireproof gloves.
    3. Fireproof shoes.
    4. Approved helmet with Snell 95 or higher. Snell 2000 highly recommended.
    5. Full-face helmet.
    6. Head and neck restraint systems **HIGHLY** recommended.
  - (c) Car must be equipped with 5-point safety harness, no more than 3 years old, with minimum of 3-inch belts.
  - (d) Aluminum, high-backed racing seat mandatory.
  - (e) Windows nets, arm restraints and head & neck restraints **HIGHLY** recommended.
  - (f) Medium or high-density roll bar padding must be used.
- 19. RADIO COMMUNICATIONS**
- (a) No two-way radios. One-way communication from officials only is allowed.
  - (b) Transponders are mandatory and must be mounted on the inner right side chassis frame in a range of 9" to 12" behind the rear axle centre line at a height of 12" to 18" from the ground. It is recommended that a shield be installed in front of the transponder for protection from debris. Shield cannot be made from metal or carbon fiber.
- 20. NO MIRRORS ALLOWED.**
- 21. DRIVER QUALIFICATIONS**
- (a) All drivers must be minimum of eleven (11) years of age. Rule to be effective for the 2011 racing season.
- 22. GENERAL REGULATIONS**
- (a) The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish the minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have accepted and compiled with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS.** They are intended solely as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. Any interpretation or deviation of these rules is left to the discretion of DMLA Race Director or the Track's Owner, and the decision is final. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATION OF SPECIFICATIONS.**
  - (b) No intoxication spirits or controlled substances are to be consumed before or during race events by anyone entering the pit area of tracks.
  - (c) DMLA reserves the right to reject or allow entry of any driver or car.
  - (d) Abuse or confrontation of any racetrack official and/or use of abusive language is strictly prohibited. **FAILURE TO ABIDE BY THIS RULE MAY RESULT IN SUSPENSION, LOSS OF POINTS, WINNINGS, RECORDS, AND/OR CASH FINE.**
  - (e) Driver and car owners only will be permitted to dispute the following:
 

Any disputes involving qualifying times, lap scoring, finishing position, winnings, points, or rule interpretations are to be made by registered car owners or drivers only. Any disputes or discussions of this nature are to be held with DMLA officials only. Any member or non-member involving track owners, promoters, tech, track, or safety official in any dispute will subject car and driver to risk of suspension, loss of points, winnings, records, and/or cash fine from DMLA.
  - (f) **THE DRIVER ASSUMES RESPONSIBILITIES FOR THE ACTIONS OF THEIR PIT CREW AND GUEST.**

(g) Drivers, owners, and/or crew shall have no claims or actions of any kind against or cause of action for damages of any kind, expenses, or otherwise against DMLA, any track owner, promoter, or official by reason of disqualification or damage to either car, driver, or both. This regulation shall be deemed a covenant not to sue made by each driver, owner, and/or crew member to DMLA, any track owner, promoter, or official with respect to any alleged act or omission or agreement by any of them.

(h) Any car may be inspected by DMLA, or track officials at any time for safety, mechanical, or rules compliance.

(i) Fighting or combative behavior in pits or on track premises at any time is prohibited and subject to suspension and/or fine from DMLA, or track. This includes actions of driver, owner, or any crew or guest. Anyone leaving their own pit space to confront another driver or crew member will subject their own car and driver to risk of immediate suspension and fine.

(j) There will be no dumping of any petroleum products or tires at any track. Most tracks provide containers for used oil and do not accept tires. Violation of this rule can result in suspension from DMLA. This rule covers also the general courtesy of not littering. DMLA members are encouraged to clean up the liter in their pit space before leaving the track.

(k) There will be no stopping on the racetrack to contest any official's decision. Anyone stopping could be disqualified from the race. Offenses may result in suspension from DMLA.

(l) No car may enter any racing event without passing complete technical and safety inspection. Cars passing complete inspection will be marked with DMLA designation. Complete inspection can also occur at any time or any track, without notice.

(m) Professional conduct is expected from all competitors, crew, and guest at all times at racing events. Participants should behave in a fashion that reflects favorably on DMLA, as an organized motor sports class association. Disruption and counterproductive behavior will not be tolerated from any driver, owner, crew member, or guests. Failure to adhere to this philosophy can result in fines or suspension for the car, driver, and or other members.

### **23. GENERAL RACING PROCEDURES**

(a) Any eligible, registered driver may drive a registered, qualified car. An eligible driver may transfer to a second qualified car, but must start at the rear of the field.

(b) Starting position for heats and feature races will be determined by track officials and they will be completing lineups based on DIRT rules.

(c) Driver must compete in at least one preliminary event (practice, hot laps, qualifying, or heat race) to be eligible to enter feature. DMLA has the right to waive this rule under some circumstances.

(d) All drivers must be ready to compete in the event for which they are scheduled. Any driver not ready to compete when called may be sent to the rear of the race or be eliminated from the race at the discretion of the track officials.

(e) Race may be started at the starters' discretion once drivers have been notified to be ready. Disposition of cars not in proper position is entirely at the discretion of the track officials.

(f) In the event of a mishap on the track and a caution, cars will line up according to their position at posting of the caution flag. Cars involved in a mishap will go to the rear of the field for the restart. Cars not taking position as directed by track officials may be subject to disciplinary action from the track or DMLA. Track position is left to track officials and is final. There will be no racing to the starters stand after a caution flag flies.

(g) Slower lapped cars must fall down to the inside of the track and allow faster cars to pass. Track officials may disqualify any driver that fails to obey.

(h) Issue of rain checks or return/pit fees, will be left to the track owner/promoter. DMLA will use its best efforts to negotiate a decision of the members benefit.

(i) Drivers shall receive all race winnings payable unless other arrangements have been made. Driver money will be paid and it will be up to the racing teams to declare any winnings if required by laws.

(j) It is understood that the number or order of scheduled events may have to be changed unexpectedly due to track or weather conditions or other extenuation circumstances. DMLA will use its best efforts to minimize the effect upon the show or racers.

#### **24. PROTEST, COMMENTS, OR COMPLAINTS**

- (a) Only protests for alleged violations or infraction of rules, regulations, or specifications as covered in DMLA rules, are allowed. Protests must be filed with a DMLA officer within 15 minutes of post-race inspection.
- (b) The scoring, starting, or finishing position in a race IS NOT subject to protest without a DMLA officer present at the time of discussion.
- (c) Any person against whom a protest has been lodged, shall have the right to file answers to the charges.
- (d) Decisions by DMLA concerning the outcomes of protests will be final.
- (e) DMLA reserves the right to order the removal of any part and/or equipment illegally used or found during any inspection. Refusal to remove the illegal part, may result in suspension for the remainder of the event and loss of all points and money accumulated for that event.
- (f) Comments, positive or negative, regarding DMLA, procedures, rules, or actions will be accepted in writing for consideration by DMLA. Written comments will be given greater consideration than verbal comments. All written comments must be signed.
- (g) ANY RULES OR REGULATIONS NOT COVERED IN THESE PAAPERS WILL BE DETERMINED ON A TIMELY BASIS BY DMLA AND THEIR DECISION IS FINAL.

#### **25. GENERAL GUIDELINES FOR CONDUCT PERTAINING TO RULES INFRACTIONS**

##### **(A) MOTOR INFRACTION**

Anyone found to be out of compliance with any of the current motor rules (bore, stroke, illegal head modifications, etc.) will be assessed the following fines and penalties:

**FIRST OFFENSE:** Competitor (driver) will be disqualified for the race program of record and all points for the season will be expunged from the records to that date. Money won for that night's race program will also be forfeited plus 1 week suspension.

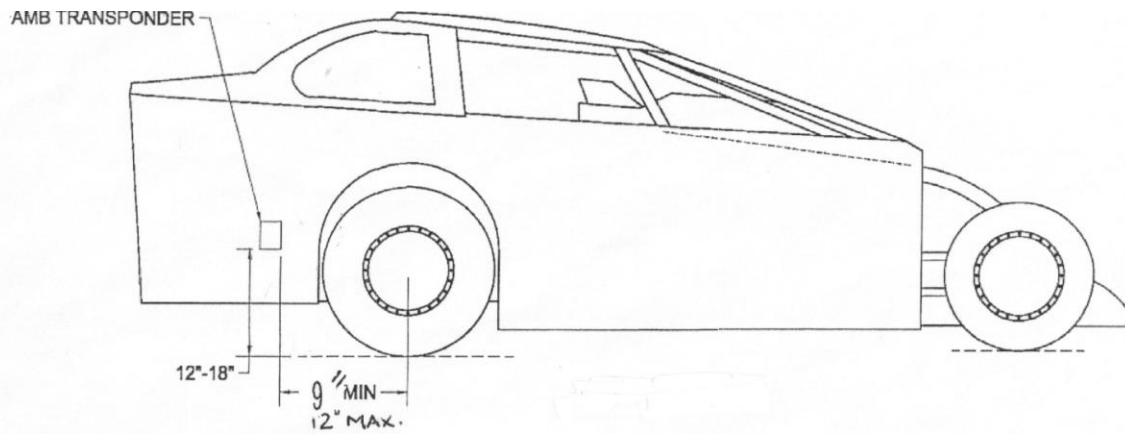
##### **(B) OTHER INFRACTIONS (weight, wheelbase, parts, etc)**

Anyone found to be out of compliance with the rules of driver and car overall weight requirements, wheelbase, illegal suspension, weight, safety, etc., will be assessed the following penalties:

##### **REFUSAL TO SUBMIT TO TECH PROCEDURED:**

Any driver or car owner that refuses to be tech'd by the DMLA official will result in a maximum suspension of 2 races and loss of points to date. The length of the suspension will be solely at the discretion of the DMLA board members and will be voted upon by the entire board after a meeting is convened to discuss the matter. All decisions are binding and final; no appeals or changes may be made after the issue is settled.

### MODIFIED LITE



Transponders must be mounted on the inner right side sheet metal surrounding the fuel cell no less than 9" behind the rear axle centerline at a height of 12" to 18" from the ground. For optimum function, the transponder should be mounted as close to the ground as possible. Transponder must be mounted vertically with no obstruction between the transponder and the ground. It is recommended that a shield be installed in front of the transponder for protection from clay and debris. The shield can not be made of metal or carbon fiber. If using a rechargeable transponder with a mounting bracket, it is recommended that additional support like a tie wrap or similar be used. Do not rely solely on the cotter pin.