



2026 Midwest Dirt Compact Touring Series Rules

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Introduction

Midwest Dirt Compact Touring Series (MDCTS) is a professional touring series. As a professional touring series we always try to maintain a very respectful, clean appearance on and off the track. We expect the same thing from all our drivers and teams. Please keep your cars looking clean and professional in appearance. All body panels must be on the car including: bumper covers, fenders, deck lid, hood and rear hatch or deck lid. Cars must have clearly legible numbers (no spray painted numbers) that are visible for race control and score keepers. Numbers on to be on both doors and the hood. A 5" or larger number is to be on the upper right corner of the windshield. Driver's name is to be above the window openings on each side of the car.

MDCTS will always welcome home track drivers to compete with our series. Their home track rules will apply for them. Any rules, compliance exemptions, or waivers granted in this context will be at the sole discretion of officials. Penalties, point forfeiture, or payout adjustments may occur for cars that are determined by MDCTS officials to have a performance advantage relative to our regular MDCTS legal cars. All regular series participants will be required to be in full compliance with all MDCTS rules set forth with no exemptions or waivers granted.

Special Note

No one will be given waivers or exemptions for: fuel, shock/strut package, or weight.

Personal Safety

All drivers must have a Snell SA approved helmet with a SA2010 or later certification. (will be SA2015 or newer in 2027) Tag still has to be inside. Helmets must be worn at all times while on the racing surface. No motorcycle or dirt bike helmets are allowed. Head sock or helmet skirt is recommended. Drivers are required to wear a flame retardant SFI rated driving suit that is free and clear of cuts and/or rips. Flame retardant racing gloves and shoes must also be worn. No mechanic gloves. Hans device, or similar devices are mandatory. No foam wrap around or horseshoe neck collars permitted. All Hans certification stickers must not be older than four years old from the present year.

SFI approved window net is required (3 years past listed date required in 2027, Date must be present on net) (May be asked to replace if in rough or torn condition in 2026) and to be securely mounted with a latching device at the top. Window net must remain latched whenever the car is on the racing surface. A minimum of a 3" wide 5 point safety harness is required. Must be attached with Grade 8 hardware or better to the roll cage or seat mount. Certification dates on the belts may not be older than 3 years from present date and still have certification tags attached on them. Belts must be securely latched when on the racing surface and an Aluminum Full containment seat is mandatory. Seat must be mounted to the roll cage using 1" minimum diameter tubing or material with equivalent or better strength. Must be bolted with 3 - 3" or larger grade 5 or better bolts with washers to prevent pull through.

Raceceivers are mandatory and a part of the driver's personal safety equipment. Every driver is responsible for making sure they have a fully charged battery and that their Raceceiver is working before going on the track surface. If you are found on the racing surface without a working Raceceiver, you will be disqualified from the



event. The Raceceiver channel during all events unless otherwise specified by MDCTS officials will be: 454.0000.

Safety inspections will be conducted for each car on a yearly basis and at every MDCTS event. Cars that meet MDCTS approval will be marked by technical officials. Any car not inspected and/or approved by MDCTS tech will not be allowed to participate in any on track sessions or races until clear approval has been granted by officials after completing the inspection.

Eligible Cars

4 or 6 cylinder front wheel drive or 4 cylinder rear wheel drive compact cars only. No full size cars allowed. No SUVs, Cross Overs, or Vans permitted. Wheelbase must be between 90 and 107 inches. Toe plates outside of tires and 75" max width. No convertibles or all wheel drives allowed. No all wheel steering allowed. No rear or mid-engine cars allowed.

4 or 6 cylinders only. Automatic or manual transmission allowed. No super or turbo charged engines allowed. No chemical power adders of any kind (N2O, benzene, nitromethane) allowed. 4 cylinder engines must be push rod, SOHC, or DOHC. OEM stock variable cam timing is allowed on 2.5 liters or less. Maximum displacement on 4 cylinders is 2.5 liters. OHV 6 cylinder engine only maximum displacement being 3.8 liters. Cars must use OEM engine type manufacturers. Example: Chevy to Chevy, Honda to Honda, etc. No aftermarket blocks. Stock type cylinder heads with stock casting or the engine type and original displacement used. Throttle body must be attached to the intake manifold at the stock location. Aftermarket intakes are allowed on all SOHC and DOHC engines. MDCTS will not be using restrictors, but officials reserve the right to place a restrictor on cars deemed to have an advantage. Throttle body or multi-point injection allowed. One fuel injector per cylinder. NO ITB (individual throttle body) INTAKES ALLOWED. Internal Engine Modifications such as porting, decking, and camshafts are all allowed. All forward and reverse gears must work. No tuning devices for engines or transmission allowed during the race events. No traction control.

Exhaust

A complete exhaust system consisting of a single tube extending from manifold or header exit to exit point behind the driver under the car. Must be securely mounted. Exhaust may exit to the left or right or center of the car. If exhaust exits in the center of the car it must have a turndown towards the track. If the tip is within 6" of the fuel cell there must be a heat shield between the fuel cell and exhaust tip. Maximum exhaust size is 2 ½ inches and must be the same diameter from the header/manifold or flange/reducer to the system exit. No open headers. Exhaust may be welded or bolted, but must have no leaks. Exhaust must be routed under the car. No part of the exhaust may enter the driver's compartment. No dual exhaust.



Roll Cage

No square tubing. Only round tubes will be allowed. Roll cage must be 4 or 6 point design and be constructed of 1 ¾ or 1 ½ .095 steel tubing. Must be roll cage tubing (HREW, CREW, OR DOM). All tubing connections, seams, and bracing must be fully welded. No tack welds. Cage must be attached to the floor/unibody frame of the vehicle by welding to the rocker rail or to ¼ minimum thickness sandwiched plates bolted to the floor. However, it is highly recommended that the 4 point be attached with 2"x2" square tubing instead of sandwich plates. Reinforcing plate, tubing, or steel angle on the inside of the rocker rails is required. Main hoop of the cage must include a diagonal reinforcing bar. Roll cage must include a minimum of 3 door bars connected with spacing bars between each door bar. Drivers' side bars must be arched away from the driver's seat area. Driver's door bars must be connected by tubing or bracing to the rocker rail to reduce inward bending on impact. Driver's door bars must be covered with steel plate on the outside (minimum of ⅛ thickness). Roll cage design must include a minimum of 5 bars extending side to side (top of the main hoop, dash bar, middle of the main hoop and the bottom of the main hoop). An additional bar connecting the left and right side door bars behind the driver's seat is permitted; bars extending through the firewall are permitted. Diagonal support bars extending from the main hoop to the rear are encouraged and may extend to a distance no closer than 10" from the rear bumper. Teams are encouraged to add as much additional bracing within the roll cage as they deem necessary. Any roll cage that does not meet the approval of MCTS officials will not be allowed onto the race track. Core supports may be reinforced or replaced with tubing, but will not extend past the strut towers. Tubing directly connected to the core support to the roll cage is permitted. **Pool noodles are not acceptable roll cage padding, must be fire resistant roll bar padding, you will be required to remove pool noodles before the event. Collapsible steering shaft is encouraged for safety.**

Bodies

All exterior trim including lights, body moldings, mirrors, etc. must be removed. All cars are required to have a front bumper cover, hood, both front fenders, all doors (2 or 4 door), both quarter panels, deck lid (must enclose trunk area) and a rear bumper cover. Pillars A and C must remain stock. Stock or stock appearing body panels must be used. We will allow sportsman style front ends (fenders, bumper covers, and hoods). Aluminum sheeting will be allowed for bodies. Stock appearing bumper covers made for oval racing or aftermarket cars may be used if they are the same size, shape, or style resembling factory parts. No downforce style, shovel, or dirt late model style bumper covers are allowed. Doors must be welded shut. Door can be skinned. Skirting on the front area sides are permitted, but must not extend more than ½" beyond the outside width of the tires. No sharp edges or ends on skirts. No splitters or rear air diffusers allowed. No body panel, skirt, or bumper lower than 3" above the ground allowed. No venting of the interior, floor, hood, fenders, roof, quarters, doors, or trunk panels with the exception of fuel cell vent or driver ventilation system. Brake cooling ducts connected to the front bumper cover are permitted. All body panels must be securely attached to the car at the beginning of the race event. Hoods are to remain on at all times when the car is on the track. Any body panel, wheel opening, or body attachment that is deemed illegal or unsafe must be corrected at the discretion of the MDCTS tech official before the car is permitted on the racing surface. No bars can come through any body panel or bumper cover. No bars below the bumper cover except the crash bars for the fuel cell and they



must be at least forward of the start of the rear bumper cover. Rub rails are permitted on both sides at doors only. Can only be mounted flush against the door skins. No nerf bar style rub rails. Rub rails may be 1"x1" steel or clear plastic or Lexan decal protector type. Both mounted flush with no rough or sharp edges.

Front Windshield

Three vertical bars are required in the windshield area ahead of the driver. **May enclose driver compartment with an inspection panel atleast 12"x12"**

Spoilers

Rear deck spoilers are allowed. Maximum spoiler height is 5" and may not exceed mounting location width. Fabricated spoilers must be see-through (Lexan) or metal if the spoiler does not limit visibility. Any spoiler deemed unsafe or illegal by MDCTS officials must be removed before the car is allowed on the racing surface. The front edge of the spoiler must be within 4" of the rear edge of the decklid measured horizontally. Spoilers may not exceed more than 3" beyond the decklid rear edge. No roof mounted spoilers are allowed, this includes hatchback type vehicles. No window mounted spoilers or any other window aerodynamic devices are permitted. Window mounted ducts for driver ventilation is permitted. No verticals, shark fins, billboards, or similar devices allowed.

Frames/Trunks

Car must have a stock frame/unibody, stock firewall, and stock floor pans, complete and unmodified. All openings in the floor and firewalls must be covered. Trunk floor may be removed or modified to allow for fuel cell installation. Hood and decklid must be secured with a minimum of 2 hood pins each. All glass must be removed from the vehicle except for the front windshield. All interior trim, carpet, and sharp trim brackets must be removed from the interior and trunk areas. All airbags must be removed. No full tube chassis cars allowed. Must be stock firewall and floor pan between the front and strut towers. Area after rear strut towers can be tubed.



Weight Rules

Base weight: 2250 lbs.

DOHC - 2350 lbs.

Honda K and V6 cars - 2450

58% left side weight maximum

All ballast (steel, lead) must be a solid mass. Ball bearings, steel shot, sandbags, or similar items are not allowed. All weight must be painted white, clearly marked with car number/name for easy identification and must be securely fastened to the vehicle. Must be bolted or welded. Any weights lost during competition whether or not involved in a collision will result in immediate disqualification and suspension from further participation of that event and will be subject to thorough inspections before returning to any remaining competition events.

Fuel Cells/Fuel

Fuel cells are mandatory in all cars. They can be mounted in stock locations or in the trunk area. The maximum fuel capacity is 15 gallons. No marine boat tanks or portable gas containers (cans) allowed. Protective bars for fuel cells are required. Any fuel cell mounted exposed to the underside of the car must be enclosed by a protective steel can and be protected by a fuel cell safety cage or impact bar. Fuel cells must be equipped with an anti-rollover valve and vented to the outside of the trunk at the left rear. Fuel cells must have a securely latching fuel cap. Fuel cells must be mounted within a minimum $\frac{1}{8}$ thick, 1" wide straps or with 1" tubing. All cars must have a metal firewall completely sealing the trunk area and rear deck from the driver's compartment. Fuel pumps, filters, and fuel lines must be securely mounted so that they cannot become dislodged or disconnected during a collision. Proper high pressure line and fittings must be used. Any fuel line run through the driver's compartment must be run through steel tubing and painted red with the lettering FUEL DO NOT CUT on it in white letters. Any fuel system deemed unsafe by MDCTS tech officials will not be allowed on the track. No rubber line (fuel) in the driver's compartment.



Fuel

Fuel allowed is pump gas, race fuel, or E85, but with E85 you will be required to have a fire suppression system that is up to date and in good working order. No alcohol or methanol. No fuel additives (benzene, nitromethane) allowed. Use of nitromethane or benzene will result in expulsion from the series. If you protest you are being found in use of banned fuels. This is how the process will be handled: MDCTS officials will draw a sample of your fuel to be tested. You will not receive points or pay until the results are received. If it is found that you had illegal fuel you will lose all points and pay for the event and are responsible to pay the cost of lab fees to have your illegal fuel tested. The fee must be paid in full before you are allowed to compete with MDCTS again. If there is a second occurrence you will be banned for the remainder of the season. If fuel was deemed legal MDCTS will award you all points and money that you earned for that event.

A battery shut off switch is required. Master switch must be mounted within the driver's reach. A fuel pump switch is also required and must be mounted at the left front (driver's side) of the interior in a location that can easily be reached by the driver and track safety. Switch must be clearly labeled. Battery may be relocated to the area behind the driver or in the trunk. Battery must be securely mounted to the floor or roll cage.

Tow Hooks

Towing devices are required. A secure towing device (hook, chain, cable, bracket) must be in a place both front and back securely fastened. Should be painted or labeled in a bright visible color. We are guests at the tracks that we visit, Tow hooks are mandatory at most race tracks. Please respect the safety crews by fabricating safe, easily accessible tow devices. MDCTS, tow truck operators, and race tracks are not responsible for damage to your vehicle.

Tires and Wheels

FWD RACECARS will have D.O.T. APPROVED tires (all four wheels) with 8" tread maximum. All DOT tires presented for competition will have a tread wear rating of 200 or higher. Low profile, trick, or exotic tires will NOT be permitted as determined by MDCTS Officials. Wheel weights are allowed on the inside of the wheel only and must be securely fastened, taped, and glued.

Race/Safety wheels on the right side of the car are mandatory. 1 inch racing lug nuts on all wheels. Maximum 8"-inch-wide steel wheels. Shaving, grooving, surface drilling, sipping, grinding and needling will be permitted. Chemical alterations, vulcanizing, tire softening, defacing and/or altering the face of the tire lettering and/or tire stamping will not be permitted. Chemicals or tire softening is not permitted at any time. Tires may be inspected at any time. Any violations with any tire presented for competition may result in an immediate disqualification from the events and/or other penalties including but not limited to: loss of money, fines, loss of points and/or suspension.

All wheels must be conventional one piece magnetic steel and must be mounted with 1 inch lug nuts.



Bead Locks permitted, racing type wheel covers permitted.

Aluminum, plastic and/or carbon fiber wheels will not be permitted. Wheel spacers/adapters will not be permitted. All wheels must be fastened to the hub with 4-5 steel lug nuts.

Suspension/Drivetrain/Brakes

Cars must maintain a minimum of 4" ride height at frame rails. No engine or drivetrain components lower than 4" above the ground. No made for racing (Penske, Afco, Pro, or similar) shocks or struts are allowed. No adjustable or rebuildable shocks or struts permitted. Any shock or strut with rebound or compression adjustment knobs, screw, rods, or compression adjustment knobs, screws, rods, or bolts are prohibited. Stock struts, shocks, coil over sleeves, and coil overs are permitted, lowering springs, racing springs are permitted.

Stock, aftermarket, and performance sway bars using stock mount points are permitted. No made for racing multi-piece sway bars allowed. Stock type front control arms are required. Control arms and mounting locations may be modified for camber adjustments. Aftermarket radius rods allowed. No solid metal bushings allowed. Rear trailing arms must remain stock, but can be reinforced. Rear control arms may be replaced with steel tube and Heim ends for safety. Stock rear trailing arms and suspension mounting points may be braced for strength.

All 4 brakes must work. ABS sensors must be disconnected or removed. No functioning ABS systems are allowed. No traction control systems or devices allowed. Drilled and/or slotted rotors are allowed. Must use stock type calipers. Brake cooling ducts are allowed on the front brakes only. Parking brakes must not be used by the driver while competing. A proportion valve on the rear brakes only. Adjustable proportioning valves allowed (knob, handle, crank) and can be mounted in the car if desired to be adjusted by the driver on track. Can only use a stock type master cylinder. No made for racing master cylinders or pedals allowed.

RWD

May run any tire you choose, No Latemodel/Sprint tires allowed. Maximum 8"-inch-wide steel wheels. Shaving, grooving, surface drilling, sipping, grinding and needling will be permitted. Adjustable control arms allowed, stock location must be used. After market ignition allowed. Coil overs allowed. (nonadjustable) Weight jacks all 4 corners allowed. Aftermarket pedals allowed.

Transponders

Transponders must be mounted at or behind the rear axle, under the car using a proper mounting bracket or pouch. Any driver that loses or damages a transponder will be responsible for the full cost of a new replacement. You will not be paid any money for the event until your transponder has been turned in and verified.



Additional Rules

Drivers and teams are required at all times to allow complete and unfettered access to their racing vehicles by any MDCTS official for the purposes of inspection and rules compliance. Any attempt by a driver, team member, or team representative to limit access to a race vehicle or to conceal a rules violation from officials will result in an immediate disqualification regardless of the condition of the race vehicle.

Disqualification can include, but is not limited to: a change in heat race or feature race starting position or expulsion from the racing event or racing series.

Whenever ordered by any MDCTS official the driver is required to present himself and his car to the inspection area determined by the MDCTS officials on race day. This order may come in the form of a verbal notice during the driver's meeting, a verbal notice directly from a MDCTS official, a notice via radio transmission (raceceiver), or by hand signals/gestures from MDCTS officials.

It is the responsibility of the driver to know when and where he/she is required to report for technical inspection. Failure to report directly to the technical inspection area when required will be considered a deliberate attempt to conceal a rules violation and will result in an automatic disqualification.

It is the responsibility of the driver to be ready and know when their practice, qualifying, and race is taking place. We cannot and will not hold up the show or make any special accommodations for practice or qualifying.

Any driver required to report technical inspection that deliberately stops in their pit area, or visits another team's pit area before or while in route to the inspection area will be immediately disqualified with no exceptions.

All race drivers that are required to report for technical inspection are required to maintain their race vehicle in the exact same condition as it was during the race until technical inspection by MDCTS tech officials is completed. Any part removal, part installation, or adjustment to the race vehicle prior to and during the technical inspection process that is not authorized by MDCTS tech officials is considered illegal and will result in disqualification.

During any technical inspection (start of night, post qualifying, post race) only the driver and a maximum of one crew member belonging to the race car will be permitted in the inspection area. Any driver or crew member not belonging to the car being inspected by MDCTS officials are required to remain a minimum distance of 15 feet from cars being inspected. No driver or crew member may refuse, attempt to delay, or in any way limit or prevent MDCTS officials from performing a technical inspection. Violations of these rules will result in the entire offending team being disqualified.



Two-way communication devices are not allowed. Any team suspected of using two-way radios will be disqualified. Drivers are required to use a raceceiver type device to monitor race control during line-ups, qualifying, racing, and any other time the car is on the racing surface.

Any driver, crew member, or team representative yells, curses, abuses verbally or physically a MDCTS official will be immediately disqualified, will be required to load and leave the premise immediately, and will forfeit all money and/or points for the event as well be subject to being banned from competition for the remainder of the racing season with MDCTS.

All MDCTS will gladly listen to any concerns or complaints (at the appropriate time) as long as you are respectful and courteous. Please treat all officials the way that you want to be treated. Drivers are responsible for their team members.

Drivers that are disqualified from an event will be subject to loss/forfeiture of event championship points, applicable event starting pay, tow money, and event purse payout as determined by the MDCTS and the race director. All decisions by the MDCTS officials on scoring, payout, and penalties are final.

Drivers must remain with any disabled car to assist track personnel in removing the car from the racing surface and returning the car to the pit area. Drivers with a wrecked or disabled car not exit their car until instructed to do so by a track or safety official, unless the driver is in direct danger or physical harm (such as fire, leaking fuel, smoke in the cockpit, fumes, etc.). Drivers leaving their cars to confront another competitor or a race official will not be tolerated. Obscene gestures and profanity will not be tolerated. Any driver that leaves their vehicle without permission of MDCTS or track safety personnel will be penalized or expelled. Any crew member that approaches the racing surface for the purposes of confronting a competitor or official will be penalized or expelled. Any crew member or family member coming onto the racing surface without permission of MDCTS officials will be immediately expelled from the event premises. Penalties for improper conduct may also include fines, suspension from racing events, and/or expulsion from the racing series.

Our technical inspector's word is final on car safety, personal safety equipment, and cars meeting these rules. If they find something and tell you it needs to be fixed, get it fixed. If they find a gray area or may need to implement a penalty, the official will come to management and we together will come up with a decision and solution. Do not go to management if the official told you that something needs to be done or fixed with your car(s). The technical inspector is the ultimate decider when it comes to any technical rules stated above for this series. If anyone; driver, crew member, family member, or team representative yells at, argues with, curses or gestures anything in any way to our tech officials, that team will receive a penalty or be disqualified for that event. The tech officials are there to make sure everyone is safe, on a level playing field, and adhere to the regulations listed above.



All MDCTS officials and staff are to be treated with kindness and respect, as we do for all of the fans and drivers. MDCTS is a highly respected and clean racing series. Adhering to the rules as stated above is what makes this series a possibility.

MDCTS reserves the right to modify, change, or discontinue all or any of these rules in the interest of competition and safety. Your knowledge of, and compliance with, the rules and regulations as stated above is greatly appreciated. We want the best show possible for our drivers, associate tracks, and fans.