



2018 SPEEDWAY GENERAL & PROCEDURAL RULES

Section IA, General:

Revision A: 4/26/18

1. The rules, specifications, and procedures set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements. The interpretation and enforcement of the rules, as published herein, shall be determined by Bethel Motor Speedway officials and their decisions shall be final in all respects.
2. By being an active participant at the speedway premises, it is expected that the participant agrees to become familiar with and abide by the rules, specifications and procedures as set forth in this rulebook and as prescribed subsequently by Bethel Motor Speedway, its affiliates, officials or designated representatives.
3. Membership is available and encouraged for all participating drivers and their crew members. Both members and non-members shall comply with all rules. Officials reserve the right to stop sale of membership, pit passes or tickets to any person for any reason.
4. Each pit entrant must sign a liability waiver and release form at each race meet or practice session. By signing the release form, you and your heirs cannot bring suit against the track for relief if you are injured or killed. The insurance benefit plan arranged for you shall serve as your relief.
5. No express or implied warranty of safety shall result from publication of or compliance with these rules, specifications and procedures, or subsequent modifications of the same. They are intended only as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, crew members, spectators, track officials or others.
6. In consideration of the acceptance by Bethel Motor Speedway of any participants subsequent permission to participate on Bethel Motor Speedway premises, all participants, their heirs, next of kin, personal representatives and assigns, FOREVER RELEASE, REMISE and FOREVER DISCHARGE and AGREE TO HOLD HARMLESS and INDEMNIFY Bethel Motor Speedway, the promoters presenting races or other events thereon, and the owners, sponsors and manufacturers of all racing equipment used in Bethel Motor Speedway events, the officers, directors, agents, and employees of them all, including liability, claims, action and possible causes of action whatsoever, including negligence of the foregoing, that may occur to

participants, their heirs, next of kin and personal representatives from every and any loss, damage and injury, including death, that may be sustained by 2 participants' person and property while in, about and enroute into and out of Bethel Motor Speedway premises.

7. Anyone injured in the pit area shall report his or her injury to one of the track medical personnel before leaving the facility. Failure to report an injury to the medical staff shall forfeit any medical claims.
8. All specifications and regulations contained herein are subject to deletions, additions, technical bulletins, website updates, entry forms, official programs and publications by Bethel Motor Speedway or by verbal directive of track management without prior notification.
9. Track management reserves the right to impound any car, cars or equipment involved in a personal injury accident of any kind for up to 72 hours from the time of the incident.
10. Track officials reserve the right to inspect any car at any time for compliance with this rulebook without prior notice given.
11. Bethel Motor Speedway reserves the right to reject any car or driver entry on the basis of noncompliance with this rulebook, or for conduct considered to be unsportsmanlike or detrimental to the sport of stock car racing.
12. Competitor obligation; every driver must inspect the racing surface and the racetrack area to learn of any defects, obstruction, or anything which in the driver's opinion, is unsafe and the driver shall report that condition in writing to a track official. Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that the driver is aware that auto racing involves risk and that by competing in an event the driver assumes these risks with full awareness and knowledge.
13. Any driver competing in an INEX sanctioned series (Legends and Bandoleros) is required to have a valid INEX license, and must produce the license when requested by track employee(s). Drivers found to be competing without a valid INEX license will be penalized up to disqualification and prohibited from competing in future INEX events at the speedway until proper documentation is provided. All minor participants in an INEX sanctioned event must be accompanied by at least one person possessing an INEX associate or driver license who has signed a release waiver accepting responsibility for the minor. No points will be awarded to any driver not providing proof of proper license and/or associate license. License forms and information can be obtained at www.uslegendcars.com.
14. No personal vehicles are allowed in the pit area other than your tow vehicle and trailer until thirty minutes after the last event has finished. No motorized

or non-motorized personal transportation (scooters, bike, etc.) are permitted for use on speedway property. Management may grant limited use of such vehicles for handicapped persons.

15. All decisions concerning scorekeeping, starter/official decisions, suspensions, disqualifications, penalties, fines, and interpretation of rules by Bethel Motor Speedway management are final.
16. No glass bottles are permitted on speedway property.
17. At the conclusion of the evening's racing events, out of respect to our surrounding neighbors and community we expect everyone to leave in a quiet manner, obey local traffic laws, and not to litter along the roads.
18. Drivers must attend Annual Awards Banquet in order to claim final points winnings and/or trophies. Only drivers who have purchased a Bethel Motor Speedway license will be eligible to receive point fund money at the banquet.
19. No membership required to enter pit area. Any person entering pit area must be minimum of 8 years of age with valid identification. Members under 18 years of age must have signed a Speedway release form with their membership application. All applications are subject to approval. Improper use of license may result in revocation.
20. Members are independent contractors, not employees of Bethel Motor Speedway, and assume full responsibility for any taxes or charges on any funds or prize money received from the speedway.
21. Except as specified below, the driver must be a minimum of 14 years of age. Member must be of sound physical condition with medical verifications, if necessary. Drivers may be allowed to compete in the Legends or Bandoleros at age 8 (with a valid INEX license and when accompanied by an adult in possession of an INEX associate or driver license who has signed a release waiver.
22. A speedway member license is issued to one person and is not transferable. The license must be shown at each race meet in order to get a member pit pass, and can only be used once at each race meet. Any member who permits someone else to use their license may be disqualified, fined, and/or suspended.
23. The general spectator public is not allowed to enter the pits at any time until the conclusion of the race meet events.
24. No pets, dogs, etc. of any kind are permitted anywhere on speedway property. Service dogs must receive approval from track management. The owner must provide service animal ID card and proof of current rabies vaccination.

Section IB Conduct:

1. The driver is responsible for the conduct of the entire race team including car owners. Professional conduct is expected from each race team while on the Speedway premises this includes being clean, uniformed, and respectful. If a driver, car owner, or crew member(s) enters another competitor's pit area unwarranted and with discontent, the entering individual is at fault. No fighting on the speedway premises of any kind. Penalties may occur for unsportsmanlike behavior up to speedway property banishment. Legal consequences can also occur. Unsportsmanlike behavior includes but not limited to fighting, instigating, vulgarity, verbal abuse, and threats.
2. Any competitor (including car owner, crew members, or family members) who enters the Control Tower / Announcers Booth, Pit Shack, Technical Inspection Area, Scale Pad, and Speedway Office without authorization while racing events are underway will be disqualified from the night's event and will receive no points and no prize money. Additional penalties up to suspension may also apply.
3. Any participant, driver or crewmember who acts aggressively toward, or threatens, or touches any track official / employee with malcontent will be suspended or banished from speedway property.
4. Any driver who is speeding through the pit area may be subject to monetary fines (up to \$500.00), point deduction (50 points), and/or suspended based upon official's discretion. Pit area speed limit should be no more than 5 MPH.
5. Any race team that leaves tires or trash in the pit area will be subject to disposal fines of \$100. Absolutely no oil is to be dumped on the ground which may be subject to penalties up to suspension. All disposal of oil is the driver responsibility. The pit area for which is to occupy is expected to remain clean.
6. Alcohol & Illegal drugs are not permitted on speedway property at any time or in any place. Any driver, pit crew, or car owner found violating these rules will result in the complete disqualification and termination of competing during the race meet for the race team that the individual pertains to. Additional penalties up to track banishment may also occur. Legal consequences may also occur.
7. If a participant is using prescription drugs on the advice of a physician, such use must be reported to the pit steward or track management prior to the participant's entry into any speedway activities. Failure to notify may subject participant to penalties up to suspension. If such prescription drugs inhibit the participant's ability to operate a motor vehicle, then the driver may not participate in any speedway activities.

Section II Racing & Scoring Procedures:

1. All cars must be on the line-up grid ready for their event, we can't wait. Cars coming out late shall start at the rear of the field. Cars that can't start under their own power must start at the rear of their field.

2. Any driver causing excessive delays in a race may be black flagged off the track or disqualified at the discretion of the starter.
3. All restarts will be double file until the halfway point and single file thereafter for all feature type events excluding frill and/or novelty races. All heat race restarts will be double file at all times. Officials reserve the right to institute single file restarts at any time if there are an excessive amounts of caution flags or the event is otherwise under time constraints. Features can be double file after halfway at the determination of the General Manager.
4. After the original start, the leader can select lane choice on any restarts.
5. All starts and restarts will be nose-to-tail. The trailing car must be directly behind the car it is following.
6. Lagging or Jackrabbit restarts may result in a penalty or disqualification based upon the discretion of the starter.
7. Cars clearly (two wheels or more) caught passing cars using the infield will be penalized 2 positions for every car passed unless proven that it was emergency evasive action determined by track official's discretion.
8. All cars involved in situations that result in a yellow flag caution condition shall restart at the rear of the field. All cars pitting under yellow conditions shall restart at the rear of the field. Not disputable the scorer's decision is final.
9. All divisions will line up single file under yellow to allow officials to position cars in their correct positions. If a driver refuses official direction into their designated restarting position then they shall be redirected to the rear of the field, further refusal to follow official instruction will result in a black flag and may also result in complete disqualification of points and prize winnings. The scorer's decision is final.
10. Track officials reserve the right to change the number of cars entered in any race, the number of races in any race meet, and the number of laps in any race, at any time.
11. If unforeseen circumstances prevent the completion of the advertised distance, the race will be considered official after the halfway point. On red flag situations where enough laps have been covered for the race to be called complete and there cannot be a restart (i.e., weather), the field will be scored and paid in the position each car would have held on the impending restart. If half the event has not been completed, race officials will determine how and when the event will be completed. The leader of any race curtailed by curfew or a time limit will be declared the winner. Any feature event not started by curfew may be postponed to another date or cancelled at the discretion of track management.
12. When a race meet is halted due to weather conditions, all laps run shall be scored. In the event racing is unable to continue, the following schedule shall apply. If less than seven races have been completed, a rain check procedure

will occur and shall be honored the following week. If seven or more races have been completed, no rain checks will be given and remaining unfinished feature events will be rescheduled to other dates. All cars will start the rescheduled race meet in the positions earned prior to the postponement. If the heats or consi didn't start before the race was postponed, any car not present at the first meet will be permitted to run the rescheduled qualifying events but shall start at the rear of the field. If qualifying events were run, the drivers who were **not** in attendance for their qualifying may start their division postponed feature at a 'buy in' fee of \$40.00. The buy in would guarantee starting in the rear of the field for the postponed feature, along with accumulating feature points and acquiring handicapping for future events. The buy in option may only be applied for postponed events that have zero laps completed. Rain checks shall be redeemable for the following week after the postponed event. Rain checks may be applied to a special event within a seven-day time frame from the postponed event but only for their value, the customer will pay the remainder to offset the special event ticket price. You must present your proper wristband or ticket stub in order for rain check to be valid. No exceptions to the rule.

13. Due to curfew and time restraints at the discretion of race officials time limits may be imposed on racing events as followed; Heats/Consis- 10 Minutes, Semi-Features- 15 Minutes, Features- 20 Minutes.
14. The official order of finish shall be determined by the total number of laps completed. When two or more cars finish with the same number of laps completed, the highest finishing position shall be given to the car that finished the same number of laps first.
15. All repairs shall be performed in the pit area. No repairs shall be made while on the racing surface, pit entrance or pit exit. Offenders shall be black flagged to the pits and may not be allowed to return, or additional penalties, at the discretion of race officials.
16. Only safety crews and wrecker crews will be allowed on the track in the event of an accident. At no time will pit crew members be allowed on the speedway during the course of a race. Violation may result in disqualification of car and driver from the event based, monetary fines, or additional penalties, at the discretion of race officials.
17. Any driver that exits their vehicle without receiving official approval, at any point during on track competition for a reason other than a health or safety issue may be black flagged from the event, or additional penalties, at the discretion of race officials. Drivers shall not loosen, disconnect, or remove their personal protective equipment until directed to do so by a Track Official.
18. Any driver who deliberately stops on the racing surface to cause a yellow flag may result in receiving black flag with disqualification from the event, monetary fines, or additional penalties, at the discretion of race officials.

- 19.If the same car causes three (3) caution periods during an event, that car may be subject to disqualification and removed from the racing surface, at the discretion of race officials.
- 20.Cars that are slow, erratic, or unable to maintain a consistent groove may be black flagged off the race track and may not be allowed to return, at the discretion of race officials. Cars making an excessive amount of noise may also be black flagged (ex. Backfiring, cracked exhaust)
- 21.Any driver clearly observed to be driving overly aggressively, rough-riding, driving in an erratic manner, displaying unsportsmanlike conduct, disobeying race procedures, or flagging rules shall be subject to penalties up to suspension, at the discretion of race officials.
- 22.No car will be permitted to re-enter the track from the pit area under green flag conditions. Any car failing to take the initial green flag will not be allowed to compete in the event.
- 23.If a driver fails to appear in Victory Lane, they may be subject to a \$50 fine, at the discretion of officials.
- 24.In cases that a cone is used under caution to assist drivers in making lane choice for restarting order, all restarts will be double file. All cars shall form a single file line after the caution comes out. Once the scorers determine that the cars are in line in the proper order the "choose cone" will be placed on the track. Each driver shall choose to go either inside or outside of the cone. This choice will dictate which lane each car will restart the race in. Not adhering to the line choice or hitting the choose cone will result to a penalty of restarting at the rear of the field behind the furthest line. Track officials have the right to suspend cone races and procedures at any time and may choose to use normal race format procedures.
- 25.Unless otherwise specified by a particular sanctioning organization (Ex. INEX) Transponders are to be mounted on the right side of car, between 15 and 20 inches rearward of the centerline of the rear axle, and no more than 18 inches above the track surface. Transponders must be mounted vertically with an unobstructed view of the track surface. Improper transponder mounting may result in disqualification from the race event.

Section III Flag Rules:

1. **Green Flag**: Shall be waved as the lead cars reach the fourth turn starting line at the original start of all races. The flagger on the flagstand starts all races at that line. Any competitor starting before the green flag is waved will be considered 'jumping the start ' and may be subject to penalties up to disqualification from the event. On restarts, the current leader restarts the race within the 'restarting zone' which is the area between the 'restart zone line' and the 'original start line' located in turn 4. When the leader fires, the

flagger will wave the green flag thus commencing the restart of the race. Any competitor who fires (goes green racing) besides the current leader before the green flag is waved will be considered 'jumping the restart' and may be subject to penalties of two positions for each position gained, up to disqualification.

2. **Yellow Flag**: Shall be displayed in the event of a minor accident, spin, breakdown, adverse weather, loss of track lights, safety issue, etc. The yellow means proceed with CAUTION. Competitors are to GO SLOW, hold your position, no passing, stay in line, the outside car yields to the inside car. The passing car must be completely ahead to assume forward position. When neck & neck, challenging car yields to car being challenged for the restarting order.
 - a. Any car falling out of position during a caution doesn't go back to their position, fall in where you gain momentum. In the case of the field passing you, go to the rear. An exception may be made if a competitor stops their car at the starting line or turn 4 area to question restarting position or to inform an official of a safety hazard.
 - b. Any car involved in or spins to avoid an accident or ceases forward motion when the yellow is displayed is considered involved and therefore must go to the rear. Under yellow conditions, cars must maintain their position or they will be placed at the rear. If a spin or accident happens in another area of the track away from the source of the intended caution and is triggered shortly after the yellow flag has been displayed, those competitors may resume their running position before the yellow flag was displayed. The scorer's decision is final. Not disputable.
 - c. In the event a pace car is used, any car passing the pace car may be penalized up to disqualification from event.
 - d. Passing under the yellow flag is strictly prohibited. Penalties may occur of two positions for every one car passed or up to disqualification from the event.
 - e. If there is a yellow flag before the first lap is official, the field will be completely restarted (in the original starting order, except cars that pitted for damage will restart at the rear). After one lap is completed, restarts will be in the order in which cars were running at the last scored lap, cars involved in caution or pitted under caution restart at the rear.
3. **Red Flag**: May be displayed in the event of a serious accident on the race track. All cars shall stop as quickly and safely as possible at any point on the race track and away from the accident scene, leaving the outside lane open for emergency vehicles.
 - a. If a car fails to stop in a timely manner or moves under red flag conditions, it will be black flagged and may receive penalties up to disqualification and receive no points or prize money for the event.

- b. No work shall be done on any car while stopped on the track under a red flag situation, unless specified by race officials. No refueling of cars while stopped on the track, unless specified by race officials. Working on a car while on the track will result in being disqualified and will receive no points or prize money for the event.
- c. Cars shall restart after a red flag, generally under a yellow caution condition. They will restart in the order of the last completed lap for those remaining on the track and who were not involved in the accident, they are to be followed by any cars who were involved but did not pit, then by cars that went to pit but returned to the track. Cars that are unable to start under their own power are allowed to receive a push to restart after a red flag, with those cars able to retain their restarting position if desired.
4. **Blue and Yellow Flag**: May be displayed as a warning to slower or lapped cars that are being overtaken by the leader of the race. Cars being lapped shall drop into single file and hold their line. A driver who ignores the lap flag may be penalized or disqualified at the discretion of the starter/scorer. A driver using the lap flag to his advantage to pass other lap cars for position may be penalized or disqualified at the discretion of the starter/scorer.
5. **Black Flag**: Shall be displayed to bring a car into the pits from the race track for consultation. A black flag does not automatically mean the car is disqualified. It is often used to inform a driver of a problem such as smoking, leaking, dragging or a flat tire. Driving shall not continue in the race after receiving the black flag. Slow down, keep clear of the other cars and pull to the pit area. Failure to obey a black flag may result in no longer being scored, receive a penalty or complete disqualification including loss of all points and prize money for the event. A black flag may be pointed at times to warn the driver of unsatisfactory driving behavior; it is meant to give a driver the chance to correct the unsatisfactory driving before fully receiving the black flag.
6. **White Flag**: Cars shall receive the white flag one lap prior to the completion of the race. In some cases, the white flag may be displayed more than once, such as when a caution occurs in the last lap of a race. Also, flagger may display white flag, or otherwise indicate one-to-go at the conclusion of a caution period to prepare drivers for the start.
7. **Checkered Flag**: The race is finished. When the required race distance has been completed by the leader, the race will be declared "official".
8. **Other flag signals**: The flagger may use other signals such as crossed flags indicating the event is half way complete, two clenched flags as indicator of

two laps to go, five fingers as indication of five laps to go, twirling of a clenched flag indicating hot lapping and motioning of a clenched flag to indicate move over, or single file.

Section IV Handicapping:

A. Handicapping explained:

HEATS:

First night, all drivers draw for heats. Qualifiers redraw for starting positions. One heat - 5 redraw; two or five heats - 10 redraw; three, four or six heats - 12 redraw.

From second night on, heats are lined up inverted from previous night's finish, stagger inverted, lowest finish to front, highest finish to rear. New drivers who were not present the previous week start at the rear.

FEATURES:

When one heat is run, top five qualifiers will be inverted for feature lineup according to season point total. When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to season point total. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to season point total. A driver that qualifies but has no point total shall be lined up in last invert position. Should there be more than one driver with no point total, positions will be lined up at discretion of officials.

Track management reserves the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved.

All current season feature winners will start behind all handicapped cars in the "A" feature, but before cars that did not complete qualifying, or finish on the lead lap in their qualifying heat. Multiple feature winners will start behind solo feature winners. Multiple feature winners will be determined by the number of their wins. Those drivers that are tied with the same amount of current season feature wins will use the previous feature finish as the tie breaker (Those who ran and had a worse finish will start ahead). Remainder of "A" feature is lined up straight up from heats and/or "B" features.

When a driver is absent for two consecutive events (excluding rain-outs), upon his/her return shall be treated as a "new car" for the first week he/she returns.

B. Handicapping explained:

Drivers who do not finish their heat/semi-feature will lose their handicap starting position in their feature and start from the rear.

Drivers who are lapped in their heat/semi-feature will lose their handicap position and follow in behind at the rear of the feature, behind season feature winners.

Drivers who are attending for the first time will start behind cars that competed the previous week. (Heat Only)

For some special events a 'Luck of the Draw ', inverts, redraws, time trials, or European-style qualifying may be utilized instead of handicapping system.

For divisions that run semi-features, the finish of the semi-feature will determine the starting positions of main feature. The semi-feature finish will be inverted. Drivers who didn't finish on the lead lap will fall in at the rear behind the semi-feature winner in a heads up manner. To prevent sandbagging; semi-features may be subject to redraws to determine starting positions for main feature line-up.

A driver qualifying two or more cars, must drive the last car qualified in the feature. The other car(s) is not eligible.

All driver changes must be reported to the handicapper. All drivers that change cars must go to the rear (driver responsibility). If driver change is unreported, points for the event will be forfeited.

The scorer(s) will determine all positions for restarts and all finishing positions. The scorer(s) decision is final. Not disputable.

Points are awarded to the driver and not the car. Points are official when posted.

Driver has 24 hours to protest point standings for a recheck. Recheck of point standings will not be done during racing events.

Points Accrual System

<u>Feature.</u>	<u>Semi.</u>	<u>Heat</u>
1. 50.	1. 35.	1. 20
2. 48.	2. 33.	2. 18
3. 46.	3. 31.	3. 16
4. 44.	4. 29.	4. 14
5. 42.	5. 27.	5. 12 11
6. 40.	6. 25.	6. 11
7. 38.	7. 23.	7. 11
8. 36.	8. 21.	8. 11
9. 34.	9. 19.	9. 11
10. 32.	10. 17.	10. 11
11. 30.	11. 16	
12. 28.	12. 15	
13. 26.	13. 14	

14. 24.	14. 13
15. 22.	15. 12
16. 20.	16. 11
17. 18.	17. 11
18. 16.	18. 11
19. 14.	19. 11
20. 12.	20. 11

All Feature Drivers: Will receive minimum of 12 points to start the event.

All Semi-Feature Drivers: Will receive minimum of 11 points to start the event.

A Semi-Feature is when dual features are held in the same night but not of the same distance in laps. Ex: 15 Laps(Semi Feature) & 20 Laps(Main Feature.)

All Heat Race Drivers: Will receive minimum of 11 points to start event. All drivers that are in attendance will receive ten "show up" (10) points for the night.

Drivers not in attendance receive no points.

Section V Qualifying Procedures:

On opening night, all cars will draw for starting position for qualifying events. A redraw of the top 50% of qualified cars, will take place, and remainder of features line up will start heads up based from qualifying event finishes. If running semi-feature events, the main feature starting line up will be based on a complete invert of lead lap cars with non lead lap cars filling in after as how they finished in semi-feature. Special events may also utilize these qualifying methods.

Luck of the draw, time trials, inverts, redraws, European style qualifying all may be utilized as qualifying methods during special events.

Beginning the second regular race event of the season, normal handicapping procedures will be in effect. (See handicapping rules).

All drivers must be registered with the handicapping personnel at least 1 hour prior to racing scheduled start time. Late arrivals will be placed scratch in line-ups.

A driver may attempt to qualify only once, per division, during heat or semi qualifying events. A driver may attempt to qualify a second car in a consolation event. In the feature race, the driver must compete the last car qualified.

All drivers must be ready to compete and have their cars in line on the starting grid before each event. Entrants late to the starting grid must start last. Entrants requiring a push start must start last.

Once a car is on the track prior to the start of the race, the car shall remain on the track in order to keep its assigned starting position. If the driver elects to pull into the pits for any reason and then returns to the track, the driver must start at the rear of the field.

If a driver is deemed, by track officials, to be lacking experience in race competition, driving in an erratic manner, unable to maintain a consistent fast speed, or unable to maintain a groove, race officials may start that driver's car behind all other regular handicapped cars in the event at the officials' discretion.

If a car fails to pass technical inspection following a qualifying event, the car may start last in the consolation event after any rule discrepancies have been corrected and inspected. Under these circumstances, the next car that would have been qualified will be moved up in finish order.

Section VI Protests & Penalties:

1. Any driver (driver ONLY), possessing a Bethel Motor Speedway membership may protest any car of their respective division, for a perceived violation of the performance technical rules. If a tool or mechanical device besides a tape measure is needed to determine a car's rule compliance, it will not be considered a visual inspection.
2. All protests must be in writing specifying car, event, matter of protest, signed, and dated. The protest must be received no more than ten (10) minutes after the conclusion of the feature event. Each separate protest must be accompanied by the appropriate fee in CASH (U.S. funds).
3. Any protest requiring visual inspection or the use of a tape measure will be considered a "visual performance protest" shall be \$100 fee. If the protested car is checked and deemed legal, the protested driver will receive \$75. If the protester's claim proves to be clearly valid after inspection, the protesting driver will have \$75 returned. The track inspection fee is \$25 regardless of the final decision. If the protested car is clearly found out of compliance, forfeiture of any prize money and points may result from the corresponding event and other penalties may be imposed at track official's discretion.
4. Any other protests that requires scales gauges or tools, besides an engine teardown, will be considered a "mechanical performance protest" and shall be \$300 fee. If the protested car is deemed legal, the protested driver will receive \$200. If the protester's claim proves to be clearly valid after inspection, the protesting driver will have \$200 returned. The track inspection fee is \$100

regardless of the final decision. If the protested car is clearly found out of compliance, forfeiture of any prize money and points may result from the corresponding event and other penalties may be imposed at track official's discretion.

5. Any protest of internal engine components from the intake manifold and below will be considered as an "engine teardown protest" and shall be \$ 700 fee. If the protested car is deemed legal, the protested driver will receive \$400. If the protester's claim proves to be clearly valid, the protesting driver will have \$400 returned. The track inspection fee is \$300 regardless of the final decision. If the protested car is clearly found out of compliance forfeiture of any prize money and points may result from the corresponding event and other penalties may be imposed at track official's discretion. Additional penalties may also occur up to suspension.
6. Only visual performance protests may be submitted after qualifying events. Any technical performance protests may only be submitted after main feature events.
7. Sealed GM crate engines are exempt from "engine teardown protest" rules but are subject to claiming. See claimer provisions in divisional technical rules.
8. The speedway reserves the right to refuse any protest or claim, at any time for any reason.
9. Protests of race procedures shall be made in writing ONLY. Absolutely no protests of race procedures, line-ups, restarting order, on track calls or finishing order may be made on race night while the race in question, or other races are underway. Any such protests shall be submitted in writing, on the prescribed forms and submitted within 30 minutes of the conclusion of the last race of the event. Review of submitted procedural protests shall be undertaken during the week, not on race night, when score sheets and video evidence may be available for consideration. Any decision regarding such protests may not be available until the next race date.

Section VII Technical Rules:

1. See detailed technical rules for each specific race car division for complete regulations. All divisional technical rules shall be interpreted and enforced according to the 2018 revised technical rules for each division posted on the track's website January 2018, except for Legend and Bandolero classes which shall be interpreted and enforced according to the latest version of 2018 INEX rules posted to the INEX website. Track management reserves the right to change or vary any rules at any time without notification. Participants are advised to periodically check the online rules for updates.

2. When the term “stock” is used in our rulebooks, it shall be defined as “*of a manner in which is typical in street driven, mass produced vehicles*”. The term “unaltered” shall be defined as “*in a condition as-manufactured and excluding all aftermarket products, enhancements, modifications and procedures*”.
3. Carburetors must have all factory stamped part, model, or serial numbers intact. No grinding off any manufacturer stamped numbers. Any carburetor found not to have the necessary numbers may be deemed illegal.
4. **Inspections:**
 - a. Track officials reserve the right to inspect any car at any time for compliance with this rulebook without prior notice given.
 - b. Multiple wins in any division may result in the immediate impound of car for at least two days. Any discovered non-compliance may result in immediate loss of points and disqualification for that night’s event. (Note: If a technical inspection or protest passes into the next day, a driver cannot stop the technical inspection process. The process continues through or may have the competitor leave their vehicle to continue the technical process at an agreed upon time. No technical inspection will continue without the driver or designated crew member present.)
 - c. The number of people entering the tech inspection area is limited. Each race team is permitted to have no more than two (2) people per car in the tech area, including the driver, unless additional persons are specifically authorized by track officials to assist with disassembly, etc. The driver and the car must remain in the technical inspection area until inspection is complete and track officials have given approval to leave.

5. Minimum Safety Requirements:

- a. All participating cars are subject to inspection at any time and must be free of mechanical defects and in safe racing condition. It is the responsibility of the driver to prepare each car free of defects and in safe racing condition for each race. Any car found to be not approved for competition may not compete unless corrections have been made. At any time before, during, or after an event, officials may require additional measures or equipment to make determinations, as they deem necessary to further reduce the risk to competitors.
- b. Each competitor is the solely responsible of for the selection and proper installation, per the manufacturer’s specifications, of personal safety equipment and determining its effectiveness and suitability to be adequate for competition at every event. Each competitor is expected to investigate and educate himself or herself for continuing improvement regarding their own personal safety equipment.

- c. Helmets are required and must be a Snell type full face coverage. Helmets must be worn at all times the car is on the track. Helmets rated Snell SA2010, or newer, are required. At any time, officials may determine a helmet as deficient and no longer to be permitted for use.
- d. Drivers must wear a recommended one-piece or a two-piece fire retardant long sleeve suit. Suits must be in good condition with no holes. Fire retardant gloves and fire retardant shoes are also required. Fire retardant undergarments, such as head sock, long sleeve underwear, and socks are highly recommended. Driver must be wearing suitable gloves to enter the track. Lack of proper protective wear may result in being black flagged from the race.
- e. Approved fire resistant neck brace is minimum requirement to be worn. An approved head and neck restraint system (HANS, etc..) is recommended for stock cars and is required for Legends and Bandolero drivers. The head and neck restraint system must be mounted and connected to the helmet per the helmet manufacturer and head and neck manufacturer instructions. Lack of neck collar and/or head & neck restraint may result in being black flagged from the race.
- f. Seat Belt/Restraint System: Each car shall be equipped with minimum five (5) point SFI 16.5 or SFI 16.1 approved driver restraint system, until the date of the belt expiration (five years from the date of manufacturer). Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. Three inch (3") wide belts are preferred, however two inch (2") wide belts that meet the SFI 16.5 and/or SFI 16.1 specifications will be permitted. Seat belt material should not be permitted to come in contact with any sharp or metal edge. Rolled and/or de-burred and/or flanged edges or anywhere seat belt webbing passes through and may come in contact with abrasive edges are recommended. Seat belts must be worn tightly and securely at all times while on the speedway. All seat belts must be in good condition with no tears or excessive wear. Damaged belts and belts with illegible date tags or no date tags will be rejected.
- g. The driver's seat must be made of metal or have a metal frame, in either a one-piece high backed style or with an adequate headrest. Seat must be securely fastened to the frame and/or cage or structural sections of the car in six (6) positions with a minimum of six (6) bolts, 3/8" or larger, Grade 5 or better. No carriage bolts. A minimum of four (4) bolts are required in the seat area, and a minimum of two (2) in the back seat. The top of the seat back must be adequately supported.
- h. Shock resistant roll bar padding must adequately cover all bars that the driver may come in contact with while strapped in the seat. All cars must have a functional padded head rest in line with the driver's head, if not built into the

seat. Also, on center-type steering, steering box and housings shall be padded with similar type material.

- i. Sharp and/or protruding edges in and around the cockpit will not be permitted. Edges must be smooth, not sharp, have rounded edges, or have adequate padding protecting the driver.
- j. Cars that have left side seating are required to have a quick-release window net on the left side window opening. Window nets are required to be used at all times on the speedway. Not having window net secured during racing may result in black flag from the race and requiring to pit. It is highly recommended that the seat buckle method of mounting to be used. Window nets must drop downward when released.
- k. Windshield screens shall be a minimum thickness of 0.090 inch steel and shall be securely fastened to the roll cage or structural sections of the car and adequately supported. Lexan plastic may be substituted for metal screen, provided it is properly attached and adequately supported and provided that excessively scratched, cracked or weathered Lexan shall be replaced. Stock safety glass windshields may remain provided no serious defects are present.
- l. The quick release part of the removable steering wheel must be made of metal only. No plastic collars or retainers on steering wheel disconnects. The steering wheel center must be padded.
- m. A clearly marked fuel shut off valve, labeled On and Off, must be mounted within reach of the driver is required. It must be labeled with the word(s) "Fuel Shut Off".
- n. A clearly marked electrical ignition engine shut off switch within the reach of the driver is required.
- o. All cars must have a front u-joint driveshaft sling. Cars with driver positioned over the driveshaft must have adequate driveline U-Joint scatter shields and plates beneath the seat.
- p. All cars in competition must have a minimum of two throttle linkage return springs.
- q. No fuel drums or tire softener are allowed on speedway property.
- r. It is required that all race teams have a working fire extinguisher at their trailer within ready reach for an emergency.
- s. Drivers shall be physically and mentally healthy in order to compete in any given race meet. The race director may require a driver to submit a statement, in writing, on his attending physician's letterhead, attesting to the driver's fitness to operate a race car. Track management reserves the right to disqualify any driver deemed "unfit to race" by track medical personnel.
- t. Any competitor who seeks treatment from the EMT crew, must remain with them until all paperwork is completed and be released by the EMT crew before the driver will be permitted to compete in any further racing events that night.

4. Weight and Weighing:

- a. All weights will be measured by the track scales in the unit of “track scale pounds” (tsp). The track scales shall be the official scales and all weights are final. No allowance will be given at the scales. Teams are advised to verify their car’s weight on track scales prior to entering an event. Track scale weights are final, not disputable.
- b. Cars will be weighed with fully suited driver, with helmet, seated in the driving position with no fuel added. All cars must meet their divisional rules specified minimum weight before and/or after an event. Cars found light after an event may be disqualified.
- c. All cars found light before an event will be permitted to add weight, time permitting.
- d. Top finishing cars may often be directed to be weighed before going to their pit or winners circle. A directed car not presented for weighing directly after an event will be deemed to be light and may be disqualified.
- e. All cars disqualified for weight infractions will be placed last, scoring last place points and prize money accordingly. However, a handicapping penalty of ‘phantom zero’ will be applied for heat/semi finish sum and previous feature finish, for the next event the participant competes in.
- f. The track officials may require participating cars to display the minimum weight requirement on the car for the scale personnel use. Any discrepancies discovered in such displayed weights may result in disqualification or other penalties.
- g. The track reserves the right of recording weights and percentages to assist in keeping competition even.
- h. **Use of concrete pad in tech area.** The concrete pad in the technical inspection area is available to race teams for car setup ONLY until the start of the first feature race. After the start of the first feature race, no one is allowed in the technical inspection area except track personnel and cars being inspected with driver and personnel necessary to complete the inspection. Other restrictions may be placed on access to this area at the discretion of track management.

Last revised: 4/26/18