



2023 Rules and Procedures

Off Track Procedures

1. By registering and entering the facility, the driver and all team members agree to abide by the rules here and any rules posted at the event.
2. Parking
 - a. With the car count expected to be above our normal pit capacity, we will be using our entire backstretch for pit parking and seating. We will be parking haulers by division and by hauler size. On Friday, we will begin parking haulers in the main pit area. As that fills, we will start filling the overflow pit area outside turn 2.
 - b. Due to the expected car count, we cannot guarantee that teams that do not arrive together will be able to park together. We also cannot guarantee that you will be able to save parking spots. If you need to park with another team, you need to arrive together.
3. Registration
 - a. Registration will be open both days. At registration, drivers will need to fill out a registration form, W9 tax form, and will need to pay the event entry fee. Drivers will not be able to draw or go on the track without completing all of the steps.
 - b. Drivers under 18 will have to have a parent or guardian present at registration.
 - c. Payoff is by check and will be after the races at the registration booth. Checks are not mailed.
4. Transponders
 - a. We use a Westhold timing system. These are the yellow transponders used at many tracks. Other transponders will not work with our system.
 - b. Transponders are required every time a car goes on the track. Any car going on the track without one will not be timed or scored.
 - c. We have transponders available for rent if you do not have your own. Transponder rentals are \$10 if you have your own pouch. If you do not have a pouch, rental is \$25 and includes a pouch that you get to keep. Pouches are mandatory for transponders. You will need to leave an ID or credit card at registration if you rent a transponder.
 - d. Transponders are to be placed at the rear axle area of the car and to the right hand side of the car. Placing the transponder in any other location, or having more than one transponder on a car is grounds for disqualification.
 - e. It is the responsibility of the driver/car owner to properly attach the transponder to the car and ensure it is returned in the condition it was rented. Drivers will not be paid if they do not return their transponder. Losing a rented transponder or returning a damaged transponder will result in a \$200 replacement fee.

General Rules and Procedures

1. You must Hot Lap with your heat or qualifying group. If you miss your group, you do not Hot Lap.
2. It is your responsibility to be in lineup chute before your race enters the track. This will apply to all hot laps, qualifying, and heat races. It is recommended that you get to the lineup area at least two sessions/races prior to your race. Arriving late or getting blocked in the pits because you are late is not the fault of the speedway. You will not be allowed to join another group or tag the tail of a later race.
3. Initial starts are double file. There are two cones exiting turn 4. The pole sitter can fire anywhere between the two cones. It is the outside pole sitter's responsibility to stay with the pole sitter. Firing before the pole sitter counts as a jump. If the pole sitter fires before the first cone that also counts as a jump. Pulling ahead of the field when we are trying to form up to go green can also be considered a jump. Two jumps and you will be moved back a row.
4. Restarts are single file. Leader can fire anywhere in turn 4.
5. Passing before the first cone exiting turn 4 on a start will result in a 2 position penalty per car passed at the next caution or finishing order.
6. At the completion of any race, cars need to decelerate off 2 and exit the track to the infield on the backstretch. Cars going to the scales cross across the middle of the infield.
7. NEVER TURN RIGHT OFF THE BACK STRETCH TO GO TO THE OUTER PIT AREA. Always go into the infield first to exit the track.
8. The scales are located inside turn 1. After each race, Top 3 cars scale.
9. If you go to the infield for any reason, you cannot return to the track while under green. You must wait until the next caution. If you go to the outer pit area during a race, you cannot return to the track until your next event.
10. If you stop on the track, you go to the tail. This includes spinning out to avoid a wreck or spinning after the caution is already out. We consider stopping to be anywhere you lose forward momentum. Keeping your tires spinning while your car is facing backwards on the track is considered losing forward momentum.
11. We do not do judgement calls except with blatant rough driving situations. If you are called for rough driving, you are done for that event. Another car causing you to spin is not automatically considered rough driving. Officials need to think there was intent to wreck to call rough driving.

12. In the event of a red flag situation where a large portion of the track is blocked, we reserve the right to revert to the previous lap for all cars, including those directly involved in the incident.
13. If you go to the infield under Red flag, you will have to go to the tail if you return to the track.
14. We do not pull sheet metal, nor do we give courtesy laps for flats. Our responsibility is to keep the program moving for the fans, so we will not hold the show up for those things.
15. Raceceivers(channel 454.000) and Transponders are mandatory every time you go on the track.
16. We score using a transponder loop that is located at the flag stand. A lap is completed once the leader crosses the line. In the event of a caution, we will line up those who had crossed the line before the caution, then revert to the previous lap(or initial lineup) for all cars who did not cross before the caution. The caution point is when the computer is switched to caution. There may be some lag between this and when the caution flag or caution light are triggered.
17. We will have a 1 minute per lap time limit per race for all races but the feature. After the time limit, we make 1 attempt at a green white checkered finish.

Rules

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 express 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 and tech director shall be empowered to permit minor 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 specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

1. Car Rules

- a. Any front-wheel drive 4 Cylinder car.
- b. Stock production cars only.
- c. No all-wheel drive cars or all-wheel steer cars.
- d. No turbo or rotary engines allowed.
- e. Stock-type fuel injection or stock manufactured carburetor only (Motorcraft, etc...). ONE 0.800" maximum throttle body spacer may be used. No Holley, Weber or other racing carburetors allowed. Carbureted cars must be stock for engine.
- f. Motor must be stock appearing.
- g. Motor must match brand of car. (ex. Honda must have Honda engine)
- h. Any air or oil filters. (K&N, etc.)
- i. Intake must be a stock intake. No Skunk 2, etc.
- j. No cold air intakes for fuel injections – must be stock type breather system. A flexible rubber or plastic hose may be used in place of the stock airbox tube. No smooth metal or smooth plastic tubing allowed. A cone-type filter is allowed and may be connected directly to throttle body or the allowed tubes.
- k. Aftermarket radiators are okay. Radiators can be braced for support.
- l. Aftermarket (racing) headers are allowed.
- m. Computer may be chipped and/or tuned. A standalone ECU and aftermarket harness are allowed. Ignition coils must remain OEM however the coil-on-plug kits are allowed.
- n. The fuel rail should remain stock-type and stock appearing.

2. WEIGHT RULES:

- a. All cars must weigh 2,200 pounds with the car and driver after the race.
- b. Exceptions:
- c. 50 lb. weight break for HANS or like devices.
- d. 50 lb. weight break for full containment seat.

3. BODY / CAGE / WHEEL / TIRE RULES:

- a. **WINDOW NETS ARE MANDATORY**
- b. Must have stock rear and front suspensions as from factory. Any transplanted OEM suspension or steering parts must be brand for brand and must bolt into factory mounting holes without alteration to operate. Slotting of factory mounting holes allowed. No adjustable aftermarket suspension components. Any adjustable OEM components must be welded to render them non-adjustable. Plating and structuring for durability and safety is allowed.

- c. No racing springs or shocks allowed. Springs may be heated, clamped or use spring rubbers. Springs must be within 2" of factory-installed height.
- d. Rear control arms should be stock but may be braced/strengthened / repaired. No adjustable control arms.
- e. Stock type aftermarket suspension bushings are allowed.
- f. No mirrors are allowed.
- g. A six-point, full perimeter cage, using 1.50-inch Outside Diameter, .095-inch thick magnetic steel tubing is required. The rear hoop must have bracing that crosses in an 'X' configuration. Rear kick-up supports are required. A minimum 1.25-inch outside diameter crossbar is required across the top of the halo bar. The roll cage must be securely fastened (welding is required) utilizing a minimum of .250-inch plating to mount the cage to the frame. Only magnetic steel will be permitted. Iron, galvanized pipe, fittings, square tubing, brazing and/or soldering will not be permitted. The tech inspector has the final say in the safety of the cage.
- h. Minimum 3 driver door bars / 2 side door bars.
- i. A minimum of three (3) windshield bars and a protective screen will be required in front of the driver.
- j. The driver compartment must be sealed completely from the track, the engine, and the fuel cell. The front and rear firewalls must remain and any holes must be patched with magnetic steel.
- k. All material considered flammable including airbags must be removed.
- l. Roll cage may extend forward behind bumpers. Bumpers must be covered in some way with no exposed sharp corners. Coverage is at the officials' discretion.
- m. Aftermarket racing wheels allowed 7-inch maximum. BEAD LOCKS PERMITTED ON RIGHT SIDE ONLY.
- n. Only OEM DOT 13, 14, 15, or 16-inch passenger tires will be permitted. No drag radials, mud grip lug tires, racing tires or racing recapped tires allowed. Directional tires are allowed.
- o. Tires can be mixed and matched for stagger.
- p. Aftermarket asphalt style nose pieces allowed. Any nosepiece used must be conformed to fit at reasonable and near-factory dimensions.
- q. Sun roofs must be covered.
- r. **Battery must be securely fastened down. IF located inside cockpit, the battery must be completely enclosed and secure.**
- s. 6-inch metal support to extend out behind the nose-piece or to hold the grill in place allowed.
- t. No push bars to extend outside of bumpers or beyond the nose piece.
- u. No rub rails allowed on the sides of the body.
- v. Some sheet metal will be allowed for repairs. Cars should remain as close to a stock appearing as possible. No more than 1/3 of the body can be sheet metal. Adding sheet metal to bodies may result in a 100 lbs. weight penalty being assessed which will increase by 100 lbs. at each event until corrected.
- w. Gutting of the body is allowed however the car should maintain a reasonable appearance of a stock car.
- x. Driver and front passenger door window openings along with rear and front window openings must remain open and uncovered. The rear door and/or small rear side windows can be closed or covered.

4. **SAFETY RULES:**

- a. Safety equipment specifications listed below are listed as a guide and are only a minimum standard. These minimum standards may not be sufficient enough to protect a driver from injury or death from some incidents. It is the responsibility of the driver, car owner, and crew to ensure that the safety equipment on the car is properly installed, working as intended, and is sufficient to protect the driver from any incidents that occur. This may include using safety equipment that goes above and beyond the minimum specifications and recommended equipment listed below.
- b. **SEATS:**
 - i. Full containment type seats constructed of aluminum to the general design specifications of SFI 39.2 standards are highly recommended. Design should include a comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
 - ii. Up fitting a current seat with bolt-on kits will be permitted with a seat manufacturer-produced kit and a base seat acceptable to the seat manufacturer. Components should include a comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance to seat manufacturer's instructions.
 - iii. Seats must be used as supplied and instructed by the seat manufacturer with the exception of trimming the length of the left side head surround for the purpose of egress only. If the left side head surround is trimmed to a

distance that is less than the most forward surface of the driver's helmet (usually the area crossing the chin) then a left-side head net meeting the SFI 37.1 must be installed with a quick-release latch.

- iv. Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.
- v. The seat must be mounted a minimum of 30" (inches) from the center of the rear end, measured at the bottom of the seat.

c. RESTRAINTS:

- i. The use of a 5, 6, or 7 point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED no exceptions. All driver restraint systems shall not be in excess of 3 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions and securely mounted to the chassis with the use of grade 5 or better hardware.

d. WINDOW NETS:

- i. Window Nets certified to SFI Spec 27.1 are REQUIRED and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction. Full window nets are required. No triangle nets.

e. DRIVER WORN EQUIPMENT:

- i. A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010, or SFI 31.1/2015 is REQUIRED.
- ii. A driver suit certified to SFI Spec 3.2A/5 is REQUIRED.
- iii. Gloves certified to SFI Spec 3.3/5 are REQUIRED.
- iv. Socks and Shoes certified to SFI Spec 3.3 are REQUIRED.
- v. Head and Neck Restraint Devices/Systems are Highly Recommended
- vi. At all times during an Event (practice, qualifying, and competition), if using a Head and Neck Restraint Device, drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions and must be configured, maintained, and used in accordance with the manufacturer's instructions.

f. COCKPIT:

- i. No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.
- ii. Windshield screens are mandatory. Screens must be securely fastened.
- iii. Flame retardant seat, roll bar, knee, and steering pads or padding are recommended.

g. FIRE SUPPRESSION:

- i. An in-car Fire Suppression system is Highly Recommended.
- ii. All race cars should be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT-approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles.
- iii. All systems must meet or exceed SFI 17.1 specifications.
- iv. Systems must be fully charged with ten (10) lbs. of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that or beyond the useful certification date must be inspected, serviced, and re-labeled by the manufacturer.
- vi. Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.
- vii. The cylinder must be connected to the nozzles with steel or steel-reinforced lines.
- viii. Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area. An optional manual override cable may be added to the system.
- ix. Drivers under the age of 18 are REQUIRED to have a HEAD SOCK, window net, gloves, and either a neck collar or a head and neck restraint system in addition to all other required safety equipment in place.

5. MISCELLANEOUS RULES :

- a. Tech inspectors have final ruling on all questions of legality. A pre-race inspection will be made to ensure SAFETY only.
- b. Questions of legality can and will be answered during the pre-race inspection if asked by the entrant. No guarantee of legality shall be expressed or implied during pre-race inspection. Legality will be determined in POST-race inspection.
- c. **Competitors must present cars for inspection prior to participating in any racing event.**
- d. **No two-way radios of any kind allowed.**
- e. **RACEceiver or a like device is mandatory at all times on track. We use the default channel 454.000.**