

I-90 Speedway
2026 General Rules
(Revised 4/17/2026)



1. Times

- a. The pit gate opens at 4 p.m. unless otherwise noted on website
- b. A driver is considered a late entry after 5:45 p.m. and is subject to a rear start for all races of event night.
- c. A pit meeting will be held at 6 p.m. and is mandatory for all competitors.
- d. Hot laps begin at 6:30 p.m. with racing to follow.

2. Pit Passes

- a. Your wrist band must be worn at all times.
- b. Anyone found in the pit area and not wearing a wrist band will be removed from the pit area. Re-entering will require the purchase of a pit pass or a grandstand ticket to enter the spectator stands. Refusal to purchase pass or ticket will result in your removal from the speedway grounds.
- c. Pit passes are non-refundable.
 - i. If we have not started an A Main and the event is unable to continue for any reason, the pit pass may be used for admission to another event prior to its expiration. The pit pass expires two weeks after the original event.
- d. In the event of a cancellation during a feature race, the makeup race will run at a future date. The race will restart as a complete restart. Only cars that were qualified for the original feature will be allowed to compete in the makeup event.

3. Minors

- a. All minors entering into the pit area are required to have a pit pass and to complete the following:
 - i. All minors 17 & under must have a **MINOR RELEASE FORM completed BEFORE entering.**
 - ii. All minors must be accompanied by an adult in the infield at all times.
 - iii. Minors ages 0 – 2 years of age and entering the pits require a \$10 pit pass.

4. Pit vehicles and pit speeds

- a. Only tow rigs are allowed in the pit area with the exception of vehicles for official track usage or approved by track personnel.
- b. If a tow rig leaves the pit stall for the night, it must leave the pit area. It should then be parked in the spectator parking area or leave the grounds. There is absolutely no parking on road rights-of-way or in a way that blocks on any road. Any violation of this rule will result in penalization of points and/or pay.
- c. ATVs, side-by-sides, four-wheelers or similar vehicles (referred to as ATVs from here out) are allowed in the pit area.
- d. **ALL MOTORIZED VEHICLES** can **ONLY** be operated by a driver of at least 14 years of age.
- e. ATVs must be in low gear at all times while on track property.
- f. If track personnel determines that the ATV was being driven faster than low gear or controlled by somebody that is under the age of 14, the track may take the following actions:
 - i. The ATV will be parked for the remainder of the event.
 - ii. Failure to comply or a second violation will result in the team's disqualification and removal from speedway property.
- g. The speed limit for all race cars is idle anytime the car is off the racing surface. Failure to comply can result in penalization, disqualification and/or suspension.

5. Provisionals

- a. No provisional drivers allowed in any class.

6. New Drivers

- a. A new driver is one who has not raced during the current race season in the class he/she has signed up to race. If a racer only races Special Events- the racer will not qualify for regular season point average.

7. Pre-Race Procedures

- a. All car classes may be required to pack the track, which will be announced at the pit meeting. If your car class was asked to pack the track, you have 10 minutes to get on the track after the pit meeting **otherwise will start at the back of all your races for the night.**
- b. All sprint cars will put heat in their motors on the track. The number of laps to put the heat in the motor will be determined by the flagman on how much work the track needs before we go racing.

8. Line Up Procedures

- a. 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.
- b. For all future track points nights scheduled for the season, heats are lined up by driver's three-event point average, stagger inverted, lowest point average to front, highest point average to rear. Point averages are figured by driver's average points earned in driver's three most recent appearances in weekly points events at the track. New drivers carrying no point average start at the rear. Two or more drivers having no average or same point average will be lined up at discretion of officials.
- c. All cars are required to finish their heat or B-main races to be eligible for any feature transfer spot.
- d. "B" mains are lined up straight up from heats with highest finishers to front.
- e. When one heat is run, top five qualifiers will be inverted for feature lineup according to three-event point average. When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to three-event point average. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to three-event point average, promoter reserve 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. Remainder of "A" feature is lined up straight up from heats and/or "B" features.
 1. Track officials reserve the right to modify transfer to features as they deem necessary. All transfer positions will be posted on the lineup.
- f. A driver that qualifies but has no point average shall be lined up in last invert position. Should there be more than one driver with no point average, positions will be lined up at discretion of officials.
- g. Driver does not lose point average for missing any race nights. Once driver establishes a point average, the driver maintains a point average for remainder of the season.
- h. A program is not considered a rainout if qualifying races have been completed.
- i. Track option to line up season championships straight up by total points.
- j. Other than opening night, track may have additional programs where a draw-redraw system may be used for line-ups.
- k. The recommended number of cars in a heat race is 8. The recommended number of cars in mains is 20 cars. The time limit for any main is 20 minutes excluding

any red flag time.

- l. **Each car is allowed two (2) late call-ins per race season.** In the event a car is expected to be late, it is the responsibility of the race team to call the track and leave a message regarding the situation. Once the call is made, the car will be put in the lineup with no penalties.
- m. A "late entry" is a car that is not checked in at the back gate without a call-in before the designated cut-off time, or if you have used your two late call-ins.
 1. The late entry car **will start** at rear of all their races for the event night.
- n. Enter the racetrack off the top of corner 4.
- o. Exit the racetrack off the back stretch between corners 2 and 3.
- p. You must be lined up for your race by the time the white flag of the race previous to your race. Failure to be lined up at this time results in you losing your starting position and being relocated to the back of the starting grid.

9. Race Procedures

- a. Do not pass the pace vehicle unless directed to by an official(s).
 - i. If you pass the pace vehicle you will start at the back of the race.
- b. If you bring your car into the pit area or infield under racing conditions - you are done for that race.
- c. On a yellow or red flag the restart lineup is determined by the last completed lap.
 - i. A completed lap is defined as being completed when the leader plus one car have crossed the finish line.
- d. A cone will be used on all single-file restarts.
 - i. The cone will be placed on the start line on the front straightaway. (white line start out of corner four).
 - ii. If you go below the cone or tip the cone over you will be charged with the yellow.
- e. Delaware style restarts can be used in stock car and modified competition.
 - i. The leader will start out front with the remainder of the field double file behind him/her.
 - ii. Second place will choose high or low during caution, third place lines up opposite of that choice. Sprint cars, third place always is inside position row two.
 - iii. The balance of the field lines up with even position cars on the inside line with odd position cars on the outside line.
 - iv. Delaware style restarts end when the race reaches the halfway point of the time limit and/or after the race's numerous caution flag.
- f. A yellow flag will be called for any leaking fluid coming from a race car. In the event of a fuel leak, officials will inspect the car to determine the source of the leak. If the leak is caused by a loose fuel cap, the cap will be tightened and the driver will return to their previous positions. If the fuel cap is missing or does not securely prevent the leaking of fuel, the car will not be allowed to continue in the race.
- g. Any car that causes a yellow and then stops to talk to an official on the track- other than a safety issue or debris on track will be sent to back for that race. Safety calls for seat belts, window nets, body panels falling off, race-receiver working, ETC, - those all GO TO THE BACK for that race.
- h. Any car that is charged with a yellow flag in a heat race or 2 yellows in a feature will be sent to the infield.
 - i. Management reserves the right to review this rule for each class of cars and make adjustments or changes for each class of cars during the racing season.
- i. On a red flag, stop car within a timely fashion. If determined it was not a timely fashion by the official(s) you are subject to disqualification.

- i. Stop car on the bottom side of the track so we can leave the topside open for rescue vehicles and an open lane when starting up again.
- ii. All red flags are closed reds unless otherwise instructed by track officials.
 - 1. Closed red - no working on cars while they are on the track.
 - 2. If the car is in the designated work area the crew can work on the car. However, that car restarts at the rear.
 - 3. In the event of a car tipped on its side or a roll-over it must go to the work area for the crew to determine if the car can continue to race and it must restart in the rear.
- iii. Open red (the green and red light will be on)
- iv. Open red - you can change anything except tires. If you change a tire you will go to the back of the lineup.
- v. Open red - you can work on the car anywhere on the track, except the racing surface, unless determined by an official(s) that there is too much damage, then the official(s) will instruct you to go to the designated work area for the class. If you are instructed to go to the designated work area or go to the designated work area on your own you will go to the back of the lineup.
- j. If you are not in a designated work area you are considered done for that race.
- k. If the leader takes checkered flag the cars will be scored as they cross the finish line. If a competitor is black flagged for deliberate rough driving, the other cars involved will get their positions providing their cars could finish the race without going to the work area.
- l. No one is allowed on the racing surface at anytime unless it is an open red, intermission or authorized by an official(s). Nobody is allowed on the track during intermission if track crews are working on the racing surface.

10. Work area

- a. Heat Races: There is no work area during heat races. If your car exits the race track, the car is done for that race.
- b. D, C, B Features: cars are allowed to enter the designated work area under a yellow or a red and has until the track has a good line up to complete its repairs.
- c. A Features: cars are allowed to enter the designated work area under a yellow or a red. If you are involved with the yellow flag you have two laps to complete your repairs from the time the last car involved in the yellow gets to the designated work area.
- d. WORK AREA for INFIELD PITS entrance is Turn 4. Work is the front stretch will be marked with cones.
 - i. Turn 1, Turn 2, Turn 3 entrance are NOT ALLOWED to work area. If your car needs to enter the INFIELD PITS in one of these corners for safety- the car needs to stop by the nearest corner official. Then to proceed to the work area or your pits- you must drive on the designated road around the inside of the pits to get to the work area.
- e. After halfway through the time limit on the mains (after 10 minutes) there will be NO guaranteed time in the work area.

11. Black flags / Disqualifications

- a. DNF = Points and Pay for position last scored.
- b. DNS = Last Place Points for position qualified for and TOW. Must at least do HOT LAPS to qualify for TOW money.
- c. Light at the Scale = Last place points for position qualified for and Pay
- d. Black Flag for safety = Points and Pay for last place of remaining cars still racing.
 - i. Entering Infield Pit WORK AREA wrong way during race

- ii. Infield work area- entering undesignated corner during race
- iii. After the race is completed- going the wrong way into the Infield Pits
- a. Black Flag for rough driving = Last place points & Pay
- b. Disqualification for performance = Last place points & Pay
- c. Disqualification at tech = No Points. Pay for position qualified for.
- d. Black Flag disqualification for sportsmanship = No Points for night & no pay

12. Transponders

- a. All race cars are **required** to have a working MyLaps brand transponder on their car in order to get scored for each race.
- b. Location of Transponder on each race car:
 - i. USRA Hobby Stocks Transponders must be mounted vertically behind rear of engine, **Must be between 15" – 18" inches** from the ground and unobstructed by any metal.
 - ii. All other Sanctioned Classes- refer to the sanctioning body rules for location of transponder.
- c. If your transponder is not working, you will not get scored for that race.
- d. Transponders are available to rent at back gate for \$25 per night. A deposit check of \$500 is required to rent a transponder. **All transponders shall be returned at the end of each event.** The deposit is returned to the team when the transponder is returned to the track.
- e. If transponder is lost or damaged- replacement will be required at the cost of the driver or team.

13. RaceCeivers

- a. Anytime the car is on the track your RaceCeiver and transponder must be on and operational.
- b. I-90 Speedway uses the default RaceCeiver channel – channel 0000, frequency 454.0000.
- c. Failure to comply to official communication over the RaceCeiver can result in penalty and/or disqualification.
- d. No transmitting or other listening devices, except RaceCeivers, are allowed in the race car.

14. Actions / Sportsmanship

- a. Drivers are responsible for the actions of their car, pit crew, pit stall and equipment.
 - i. Drivers will be charged **\$25 for EACH used tire left on speedway grounds.**
 - ii. NO **equipment** can be left in pits stalls.
 - iii. No drivers or pit crew members are allowed in anybody else's pit stall unless invited by that pit stall's driver.
 - iv. No garbage can be left in pit stalls – **repeat violators will be charged \$25 cleanup fee.**
 - v. If any of the above is violated, the driver is subject to **ADDITIONAL FINES.**
- b. For all special events - there are no reserved pit stalls. Stalls are first come, first serve in your designated class area.
- c. The driver will be the only official spokesperson for the car. The driver's first answer to the official(s) will be the final answer.
- d. NO alcohol use until after the racing program.
- e. Absolutely NO GLASS containers on premises.
- f. I-90 Speedway has a zero tolerance policy for any illegal drug possession, use, or distribution.
- g. No unsportsmanlike conduct will be tolerated, including, but not limited to, vulgar language and profane gestures.
 - i. First occurrence: no points and no pay with 1 week minimum

- suspension with possible additional suspension as determined by official(s)
- ii. Second occurrence: no points and no pay and up to a year suspension
- iii. All suspension are enforced on a completed points race
- h. When a call is made that is final: nothing will overturn the call. The official(s) are more than willing to talk with the driver or car owner about the call at the end of the racing program - NOT during the racing program.

15. General tech procedures

- a. All cars are subject to tech inspection at any time before, during and/or after the races for all general track and/or class rules by any official(s).
- b. Any car found illegal will have the following options:
 - i. Before the class heat race:
 - 1. Change the illegal part(s) to comply with the class rules
 - 2. Car may race in a different class that is acceptable (official(s) will make the decision if there is an acceptable class that the car would qualify to race in)
 - 3. Not race (NO REFUNDS)
 - ii. If the car is found illegal while on the race track the driver has no options. The car will be black flagged, disqualified and will not receive any points for that race.
 - iii. If the car is found illegal in the tech area the driver has no options. The car will be disqualified.
- c. All cars finishing in the top 5 of the heats and the mains (unless otherwise instructed) must report directly to the designated tech area with the car and driver only, unless otherwise instructed.
 - i. Feature Winner must report to scale AFTER trophy presentation.
 - ii. Failure to comply with all official requests will result in disqualification.
 - iii. Car maybe pushed to the tech area by a push truck or an official track vehicle
 - iv. If the car and/or driver fails to report directly to the designated tech area (drives by the scale, driver goes to pit area, etc) the car/driver are disqualified from that race. Any car stopped anyplace on the race track due to mechanical issues will not be disqualified providing no person(s) touches the car except official(s), push truck or tow truck which will deliver the car to the designated tech area.
 - v. Any car approached and/or touched by any person(s) except for official(s) and/or authorized by and official(s) will be disqualified.
 - vi. Car radiator may be sprayed with water only if the following steps are used, any deviation from these steps will result in a disqualification for the car.
 - 1. Before spraying the water, the crew must ask the tech official(s) in the tech area for permission
 - 2. The car must be in the tech approach area (NOT in the tech area)
 - 3. Only one person with only one bucket of water or one squirter is allowed to water down the radiator.
 - 4. The car may only be splashed and/or squirted through the grill opening. The car cannot be touch by the one individual.
 - 5. The person must leave the tech approach area as soon as possible or when instructed to leave by an official(s).
- d. The car is allowed to scale with all the parts that where on it when it took the checked flag.
 - i. Don't pull onto the scale until you have been instructed to by an official.

- ii. Driver is responsible for not driving their car off the side of the scale and/or scale ramps. Driving off the side of the scale and/or scale ramps resulting in the car getting hung up, shifting the scale, and/or shifting the scale ramps will result in the car being disqualified.
- iii. The car has two chances to rescale to make its minimum class weight if it fails its first attempt.
- iv. If the car needs to be reweighed after the first attempt, then the car will be pushed off and asked to reenter the scale.
- e. Refusal of any tech procedure when asked to do so by any official(s) will result in a disqualification of the car.
- f. The official(s) reserves the rights to eject, remove or move back any person(s) that are interfering with any tech procedure(s).
- g. The car's driver has the right to ask an official(s) to eject, remove or move back any person(s) interfering with any tech procedure(s) providing the official(s) deems the claim is valid.
- h. Official(s) will determine the severity of any and/or all general and/or class rule infraction(s) and implement the appropriate penalty.

All rules and procedures may be altered and/or changed by track officials and personnel.