

I-90 Speedway
General Procedures
(Last revised 1/05/2021)



1. Times

- a. The pit gate opens at 4 p.m. unless otherwise noted on website
- b. A driver is considered at late entry after 5:30 p.m. and is subject to a rear start.
- 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. Point Fund

- a. All drivers must join the season point fund through one of the following options:
 - i. A one-time annual fee of \$50
 - ii. A nightly fee of \$10
 - 1. Nightly fees do not count toward the annual fee.

3. Pit Passes

- a. 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 with results 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.

4. Minors

- a. All minors entering into the pits are required as follows:
- b. All minors 18 & under must have a minor insurance form filled out.
- c. All minors must have some form of identification with date of birth on it.
 - i. Birth Certificate
 - ii. Driver License
 - iii. Government issued identification
- d. All minors must be accompanied by an adult in the infield at all times.
- e. Minors ages 0 – 2 years of age and entering the pits require a \$10 pit pass.

5. 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 facility. There is absolutely no parking on road right of ways or blocking on any roads. Any violations of this rule will result in penalization of points and/or pay.
- c. ATVs, side-by-sides, 4-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.

6. Provisionals

- a. A provisional driver is a substitute driver that is checked in at the same time as the car.
- b. **IMCA does not allow provisional drivers.**
- c. A provisional driver is not eligible for a point average and will be treated as a new driver, which will start the car at the back of all races for all races that night.
- d. After a car is checked in, you are not allowed to change that car to be used as a provisional driver.
- e. Each driver must race the car and the number that he/she signed in with.
- f. A car is only allowed to have two provisionals for the duration of a season.
 - i. The only exception is if a driver is serving military duty, then extra provisionals are allowed. For the third provisional and beyond, the driver's car must be present and used for the competition.
- g. A driver is only allowed to drive two provisionals.
- h. A driver cannot use a provisional if he/she is racing at another track that night.

7. 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.
- b. If a driver is absent for two consecutive events (excluding rain-outs), upon his/her return shall be treated as a New Driver for the first week he/she returns.

8. 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.

9. Line Up Procedures

- a. Opening night
 - i. Every driver will draw for a heat race unless he/she is a provisional driver or arrives after the back gate closes then they are considered a late entry.
 - ii. Qualifiers redraw for starting positions. One heat - 5 redraw; two or five heats - 10 redraw; three, four or six heats - 12 redraw and the balance will tag heads up as they finished in the heat races. Any heat race DNF's will follow as they dropped out of the heat race.
 - iii. B-Main Drivers will line up heads up according to their heat race finishes.
 - iv. B-Main transfers will line up at the back of the A-Main heads up according to their B-Main finishes.
- b. After opening night
 - i. From second night on, heats are lined up by season point average, stagger inverted, lowest point average to front, highest point average to rear. 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. Point averages are figured from I-90 Speedway point system. Average is figured by driver's track point total divided by the total number of times he/she has competed at track.
 - ii. You are only allowed to race the race that you are scheduled to race in otherwise they will receive a DNS

- iii. All DNFs and DNSs will be lined up after the transfer cars from the heat races.
- iv. Qualification for A-main for all classes of cars is as follows:
- v. When one heat is run, top five qualifiers will be inverted for feature lineup according to season point average. When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to season point average. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to season point average.
- vi. I-90 Speedway 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. Remainder of "A" feature is lined up straight up from heats and/or "B" features.
- vii. A-mains will be lined up as follows: Qualifying transfer drivers, not defined as provisional drivers or new drivers, will be lined up according to their inverted season point average. These drivers are followed by qualifying new cars and then provisional drivers. The remaining finishing drivers not qualifying for the transfer invert will be lined up heads up from heat race finishes followed by drivers who did not finish heat races or B-Main transfer spots.
- viii. If a B-Main is necessary, drivers will be lined up heads up from the heat race finishes. All cars finishing their heats will be lined up ahead of those cars not finishing their heats.
- c. Recommended number of cars in a heat race will be 8. Recommended number of cars in mains will be 20 cars. Time limit for any mains, is 20 minutes excluding any red flag time.
- d. A late entry is a car that is not checked in at the back gate before the designated cut-off time. 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 race teams' responsibility to call the track and leave a message regarding the situation. If a call is not made prior to the cut-off time, the car will be considered a late entry. A late entry will be lined up at the back of their heat race.
- e. Season Point average is a calculation of dividing the total number of points a driver has by the number of racing events he/she has attended in that class for the season. Missing a night of racing does not improve your point average. It is strictly a representation of how well you finish every time you race. The point leader is not always our fastest car.
- f. Enter the racetrack off the top of corner 4.
- g. Exit the racetrack off the back stretch between corners 2 and 3.
- h. 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.

10. Race Procedures

- a. Do not pass the pace truck unless directed to by an official(s).
 - i. If you pass the pace truck 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 all the cars have crossed the finish line except lap cars and those cars involved in the incident.
- d. A cone will be used on all single-file restarts.
 - i. The cone will be placed on the start line (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.
- 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.
- f. Any car that is charged with 2 yellows in that race 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.**
- g. 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.
 - 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 in the outfield, which if you were 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.
- h. If you are not in a designated work area you are considered done for that race.
- i. 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.
- j. No one is allowed on the racing surface at anytime unless it is an open red, intermission or authorized by an official(s).

11. 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.

12. Black flags / disqualifications

- a. Black Flag (non disqualify) for safety = Last place points & Tow Money
- b. Black Flag disqualification for performance = No points for that race & no pay
- c. Black Flag disqualification for sportsmanship = No Points for night & no pay
- d. If a racer is disqualified during pre-race inspections and cannot race the rest of the night, racer will keep show points. Track will not refund entry fees.

13. 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 \$20 per night. A deposit check of \$350 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.**

14. RaceCeivers

- a. Anytime the car is on the track your RaceCeiver and transponder must be on and operational.
- b. I-90 Speedway used the default RaceCeiver channel.
- 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, allowed in the race car.

15. 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 tires**
 - 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.
 - i. First occurrence no points no pay 1 week minimum suspension with possibly additional suspension to be determined by official(s)
 - ii. Second occurrence no points 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.

16. 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 and 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 officials request 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) will result in the car being disqualified. Any car stopped anyplace on the race track due to mechanical issues will not be disqualified providing no person(s) touch 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 maybe squirted with water only if the following steps are used, any deviation from these steps will result in a disqualification for the car.
 - 1. Before squirting the water you 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.