



I-90 Speedway

General Procedures (Last revised 1/10/12)

1. Minimum age to enter into the pits is 14 years old with the following:
 - a. Must have a minor insurance form filled out
 - b. Must have some form of ID with DOB on it (Birth Certificate or Driver License)
 - c. Must be accompanied by an adult in the infield at all times
2. Pit gates open/close
 - a. Opens at 4:00 PM
 - b. Driver late entry after 5:30 PM
3. All drivers will join the point's fund. There are two options which are:
 - a. a one time annual fee
 - b. pay a nightly fee.
4. You must wear the wrist band that you received at the time of check in at all times. If an official(s) does not see a wrist band you will be escorted out of the pit area and at that time you will either have to purchase another one or purchase a ticket to sit in the stands or leave the track grounds.
5. There will be NO refund of pit passes.
 - a. If we have not started an A Main and Mother Nature decided to rain to the point that we cannot continue, you will be able to use your wrist band as an admission to a race. The wrist band expires two weeks after the rain out.
6. No non tow rigs are allowed in the pit area except for official track usage or approved by an official(s).
7. Rigs leaving the pit area must leave the facility (no parking or blocking on any road).
8. Pit meeting time is 6:00 PM
9. Hot laps start at 6:30 PM followed by the racing program
10. ATV etc are allowed in the pit area and must be operated by somebody age 14 or older and in low gear at all times while on track property. If an official(s) deems that the ATV etc was being driven faster than low gear or driven by somebody that is under the age of 14 the consequence are as follows:
 - a. You will be asked to park the ATV etc for the night
 - b. And if the ATV etc moves again you and the team you are with will be disqualified and will be asked to leave.
11. Race car speed limit is idle anytime the car is off the racing surface. If deemed by the official(s) that the race car was driven faster than idle the official(s) will determine the severity and implement the appropriate penalty.
12. Definitions
 - a. Provisional driver is a substitute driver that is checked in at the same time as the car.
 - i. A provisional driver is not eligible for a point average for the car they are provisioning for and will be treated as a new driver, which will start at the back of all races for all races that night.
 - ii. After a car is checked in you are not allowed to change that car to be used as a provisional driver. You race the car and the number that you signed in with.
 - iii. A car is only allowed to have two provisional. The only exception is if a driver is serving military duty then extra provisionals are allowed but the third and beyond provisional, the drivers car must be present and used for the competition.
 - iv. A driver is only allowed to drive two provisional.
 - v. The driver cannot us a provisional if he/she is racing at another track that night.
 - b. New driver is a driver having not raced during the current race season in the class he/she has signed up to race in or has not competed for two consecutive

weeks. No new driver will accrue a point average until they have competed for two consecutive weeks. The third week the new driver will have a point average and will then be lined up according to the point average.

- c. An absent driver is defined as a driver who has missed the last two consecutive races.
- 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. Three-week point average is a calculation based upon the last three events that a competitor had competed in for the feature race.
 - i. If a driver is disqualified in any feature race during a program and/or that driver loses all points for all races at that event. In this instance, the resulting zero feature race or zero point night will not be used in the calculation of the driver's three week point average; the average for the three events previous to the penalty will be used to calculate the driver's point average for the next event.
 - ii. If a driver is returning from a track suspension that driver shall be treated as a new driver for line-up purposes and will be lined up according to rule 11.b above.
 - iii. Calculation of the three-week point average: The result of the opening night race event will determine the point average for that driver (example: if a driver accumulates 50 points at that single event, that driver's average is 50 points; 50 points divided by one event). If that driver returns to the track for the second consecutive race event, the point average will be determined by averaging the first night and the second night of racing (example: if a driver accumulates 50 points at first event, then 54 at second event, the point average is 52; (54+52 divided by two). The results of the driver's third event will enable the driver to have a three-night point average.
- g. Black Flag definitions
 - i. Black Flag (non disqualify) for safety = Last place points & Tow Money
 - ii. Black Flag disqualification for performance = No points for that race & Tow Money
 - iii. Black Flag disqualification for sportsmanship = No Points for night & No Pay

13. Line up procedure

- a. Opening night
 - i. Every driver will draw for a heat race unless he/she arrives after the back gate closes then they are considered a late entry.
 - ii. The qualifying heat transfer drivers will redraw for the A Main 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. One exception will be given for the second week of racing: every driver that acquired a point average on opening night will not be required to race two weeks to obtain a point average for lineup purposes for second week of racing only.

- ii. All heats will be lined up by inverted season point average. This means that the lowest point average car will start on the pole in heat one, the second lowest point average will be pole in heat two, etc. These cars are followed by any absent, new drivers and provisional drivers lined up by their arrival order and finally any late entries.
 - iii. You are only allowed to race the race that you are scheduled to race in otherwise they will receive a DNS
 - iv. All DNF's and DNS's will be lined up after the transfer cars from the heat races.
 - v. The qualifying transfer A-Main drivers will be lined up as follows. A three-week point average (based upon the last three events that a competitor had competed in) for the feature race.
 - vi. Qualifying drivers, not defined as absent drivers or new drivers, will be lined up according to their inverted three-week point average. These drivers are followed by qualifying provisional drivers inverted by point average and then absent drivers inverted by point average and then qualifying new drivers inverted by how they finished their heat races. 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.
 - vii. 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.
- 14. 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.
- 15. Line ups are posted on the board at the concession stand.
- 16. Racing order will be posted on the board at the concession stand. Tentative racing order is as follows:
 - a. Super Chargers Heats, Hobby Stocks Heats, B-Mods Heats, Street Stocks Heats, 360 Sprinters Heats, Intermission, Super Chargers A Main, Hobby Stocks A Main, B-Mods A Main, Street Stocks A Main, 360 Sprinters A Main
 - b. All B Mains will be determined on race night.
- 17. Transponders:
 - a. All race cars are required to have a transponder on their car in order to get scored for each race.
 - b. If your transponder is not working you will not get scored for that race.
 - c. Transponders are available to rent at back gate for \$20/night. Deposit check of \$350 is required to rent- all transponders shall be returned at the end of each event.
- 18. You must be lined up for your race by the time the white flag of the present race; otherwise you will go to the back of your race. You will lose your original starting position.
- 19. Drivers are responsible for the actions of their car, pit crew, pit stall and equipment
 - a. No used tires / equipment left in pits stalls
 - b. No drivers / pit crews are allowed in anybody else's pit stall unless invited by that pit stalls driver.
 - c. No garbage left in pit stalls
 - d. If any of the above is violated the driver is subject to a fee.
 - e. For all special events there are no reserved pit stalls. First come first serve in your designated class area.
- 20. The driver will be the only official spokesperson for the car, the drivers first answer to the official(s) will be the final answer.
- 21. Under racing conditions the car can only be worked on in the designated work area.
- 22. Cars will only be allowed to enter back onto the track in turn 4 and when deemed safe to enter by official(s). Cars will be lined up at the rear of in line in the order they come out of the designated work area.
- 23. NO alcohol use until after the racing program. Absolutely NO GLASS containers on premises.

24. NO drugs allowed!!!
25. 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
- b. All suspension are enforced on a completed points race
26. 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.
27. These rules may be altered and/or changed by any official(s).

General on the Track Procedures

1. Enter the racetrack off the top of corner 4.
2. Exit the racetrack off the back stretch between corners 2 and 3.
3. Anytime the car is on the track your race receiver and transponder must be on and operational. No transmitting or other listening devices, except race receivers, allowed in the race car.
4. All car classes are 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.
5. All sprinters 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.
6. Do not pass the pace truck unless directed to by an official(s). If you pass the pace truck you will start at the back of the race.
7. Your car must be complete for every races unless approved by an official(s)
8. If you bring your car in under racing condition you are done for that race.
9. On a yellow or red flag the restart lineup is determined by the last completed lap. 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.
10. A cone will be used on all restarts. The cone will be placed on the start line (white line start out of corner four). If you go below the cone or tip the cone over you will be charged with the yellow.
11. Any car that is charged with 2 yellows in that race will be sent to the infield.
12. Heat races NO working on your car.
13. B Main car are allowed to enter the designated work area under a yellow or an open red and has until the track has a good line up to complete its repairs.
14. A Main cars are allowed to enter the designated work area under a yellow or an open 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.
15. No drivers will be allowed to exit their car at anytime while it is on the track unless it is an open red or emergency situation or instructed by an official(s). The driver must stay with the car at all times and driver needs to be ready to go when the track is ready. This infraction is subject to possibility of being disqualified.
16. 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 being disqualified for the race.
17. 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.
18. Open red (the green and red light will be on) / Closed red (only red light will be on)
 - a. Closed red - no working on cars while they are on the track. If the car is in the designated work area the crew can work on the car.
 - b. Open red - you can change anything except tires. If you change a tire you will go to the back of the lineup.

- c. 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.
 - d. If you are not in a designated work area you are considered done for that race.
19. 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.
 20. No one is allowed on the racing surface at anytime unless it is an open red, intermission or authorized by an official(s).
 21. These rules may be altered and/or changed by any official(s).

General Tech Procedures

1. 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).
2. Any car found illegal will have the following options:
 - a. Before the class heat race:
 - i. Change the illegal part(s) to comply with the class rules
 - ii. 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)
 - iii. Not race (NO REFUNDS)
 - b. 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.
 - c. If the car is found illegal in the tech area the driver has no options. The car will be disqualified.
3. All cars finishing in the top 5 of the heats and the mains (unless otherwise instructed at the pit meeting and/or written on the line up board) must report directly to the designated tech area with the car and driver only, unless otherwise instructed. (Winner must report to winner circle first).
 - a. Failure to comply with all officials request will result in the car being disqualified.
 - b. Car maybe pushed to the tech area by a push truck or an official track vehicle
 - c. 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.
 - d. 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.
 - e. Any car approached and/or touched by any person(s) except for official(s) and/or authorized by and official(s) will be disqualified.
 - f. 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.
 - i. Before squirting the water you must ask the tech official(s) in the tech area for permission
 - ii. The car must be in the tech approach area (NOT in the tech area)
 - iii. Only one person with only one bucket of water or one squirter is allowed to water down the radiator.
 - iv. The car may only be splashed and/or squirted through the grill opening. The car cannot be touch by the one individual.
 - v. The person must leave the tech approach area as soon as possible or when instructed to leave by an official(s).
 - g. The car is allowed to scale with all the parts that where on it when it took the checked flag.

4. Don't pull onto the scale until you have been instructed to by an official.
 - a. 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.
 - b. The car has two chances to rescale to make its minimum class weight if it fails its first attempt.
 - i. If the car needs to be reweighed after the first attempt then the car will be pushed off and asked to reenter the scale.
5. Refusal of any tech procedure when asked to do so by any official(s) will result in a disqualification of the car.
6. The official(s) reserves the rights to eject, remove or move back any person(s) that are interfering with any tech procedure(s).
7. 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.
8. Official(s) will determine the severity of any and/or all general and/or class rule infraction(s) and implement the appropriate penalty.

These rules may be altered and/or changed by any official(s).