

I-35 SPEEDWAY

2021 GENERAL RULES & TRACK PROCEDURES

Updated September 7, 2021

On behalf of the entire staff of I-35 Speedway we would like to thank you for choosing to race with us. We will do our part to be fair and consistent in our calls and your respect of these is greatly appreciated. Please take time to read these procedures as it is your responsibility to know these as we will cover only the key parts each night in the Drivers' Meeting.

All updated, corrected and clarified rules will be italicized.

“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 I-35 Speedway events, and, by participating in these events, all I-35 Speedway competitors are deemed to have complied with these rules. No express or implied warrant of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and in no way, a guarantee against injury or death to participants, spectators, or others.”

Officials may inspect a race car any time once a car is registered and enters the pits. Any car may be rejected from competition for safety reasons at any time by I-35 Speedway Management.

Management and officials will establish the length, frequency, and administration of all events and programs. Time vs. Laps: A-main events will have a 20-minute time limit. Under a red flag, time is stopped. When the time is reached, the white flag will be called for with the checkered flag to follow signifying the end of the race. (Special events with additional laps may not be applicable to time rule). If at the ten-minute mark at least half the laps are not completed the yellow flag laps will count. When the time limit is nearing expiration or inclement weather dictates otherwise, laps may be cut, and the drivers will be advised via the racecar. Track management will determine qualifying and line-up procedures.

LICENSE AND MINOR REQUIREMENTS: Persons under 18 years of age are required to have written permission signed by parent or legal guardian before they are allowed in the pit area. With the purchase of a pit pass any age participant, accompanied by an adult, can enter the pit area during the racing program provided a Minor's Release has been signed by a parent or legal guardian.

You must be at least 14 years of age to compete in racing events held at I-35 Speedway in all classes except E-Mods, Pure Stocks, and Sport Compacts, where the age minimum is 12 years old. Any driver without a valid driver's license must present a birth certificate. All drivers must have a valid driver's license (or a release from track management) to participate in any racing event.

MEDIA: Only media credentialed personnel will be allowed to film from the infield. Media personnel must remain inside the light poles when in the infield. Media credentials will be issued only to recognized daily newspapers, news services, racing publications, other publications and internet sites that regularly cover motorsports, national television and radio networks, and local television/radio stations. All credential requests should be to vettsb@aol.com. Credentials can be picked up at the Speedway Office or at Pit Sign-in on the day of the race.

ATV/GOLF CART/PIT BIKE RULES: May only carry as many passengers as there are seats. NO passengers on racks, handlebars, etc. The Speedway assumes no responsibility for damage to or loss of your equipment, vehicles, ATVs, and parts while on the premises. ATV/Golf Carts/Pit Bikes must not be left unattended in egress areas. Tow vehicles with trailers attached only in pit spots. Not responsible for any damage to *any* vehicles in pits.

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Pit Safety: No speeding through the pits, ATV/Golf Carts/Pit Bikes, Racecars, Tow Vehicles, etc.

REGISTRATION AND PIT FEES: Registration fees are \$100 for Modified Driver, \$85 for Midwest Limited Late Model, \$70 for Stock Car drivers and B Mods Drivers, \$45 for Pure Stock and E-Mod Drivers, and Sport Compact drivers \$30. Drivers and race cars must be registered in each class they participate. Pit passes are \$35. Race cars can only compete in one class, the class for which the car is registered. Drivers competing in multiple classes must pay a pit fee for each class, (i.e. racer competing in Modified and Limited Late Model must register both cars and purchase two pit passes per race event).

Single night temporary registrations for visiting competitors are \$15.00.

Driver check-in is on the North side of the Pit Concession building. All drivers must report to the Drivers' Meeting held before each event, roll call may be taken and you must be present to keep your heat race lineup starting position. Drivers racing more than one class are responsible for ensuring they are signed in for each class of vehicle they plan to race. Drivers are not allowed to switch heat races. If any car does not line up for a race, all other cars will move straight forward in the lineups. Signing in at the pit gate for pit entrance does not constitute checking in for line up purposes.

RESERVED PIT SPOTS: Reserved pit spots are available for an annual fee depending on location and will be designated and reserved for your use each regular weekly racing event. Pit Spots cannot be subleased to anyone else, if you will not be here the spot reverts to track use. Open parking is located across the road in the far northeast corner. Do not park in reserved spots unless you have paid for that spot.

RAIN-OUT POLICY: Management will make every effort to start and complete each scheduled racing program. If management determines inclement weather may cause unsafe racing conditions, or circumstances occur beyond the control of the Speedway, which may affect the remaining races on the scheduled program, the program may be postponed or canceled with the following stipulations:

1. The race program is considered complete if all heat races have been run.
2. Some of the remaining events may be run as part of a future program at the discretion of management.
3. If the program is rained out ticket stubs and pit wristbands may be redeemed at the next regular racing event only. Special events are excluded.
4. The Speedway does not give refunds for tickets purchased.

Track Management is not responsible for decisions made by sanctioning bodies utilizing I-35 Speedway for their scheduled events. Scheduled events may be made up on Sundays at management discretion.

LINE-UP PROCEDURES: Each driver will earn passing points for every position he or she advances in the heat race from his or her initial starting position determined by the pill draw when he or she signs in. The line-up will be official when the pill draw closes, one hour before race start time (normally 6:00 p.m.). Any car arriving late (after pill draw closes) will start in the back of a heat race and will earn position points only, no additional points for advancing positions will be awarded. All cars moving onto the track from the staging area will be considered to have started the race. All cars not starting the race will receive points equal to last place qualifying points. All cars that scratch or drop out prior to the initial green flag after the line-ups are official or drop out during the race will be considered passed cars. Lines move straight up if any driver scratches or drops to the rear of the field.

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If two or more cars finish with a tie in qualifying passing points, the tie will be broken by the driver who earned the points first. If fewer than 20 cars sign in, the feature will be set by the total points scored in the heat races, highest to the lowest. If more than 20 cars are present, 1st thru 16th are set by total points scored in the heat races, the final positions will come from the top finishers from the semi feature (number of drivers transferring to be announced by track management), heads up the way they finished the semi feature. The semi feature(s) is lined up by the highest to lowest passing points.

NOTE: Heat race passing points do not count towards the season points for the track championship. They only help determine the feature lineup.

SHOW UP POINTS: All drivers checked in will be awarded 45 track show up points in the event of any cancellations when sanction/track championship points for that race night event cannot be issued. The opportunity for show up points begins with pit gate opening. Example: 6:00 it looks like weather will affect the races all those drivers in attendance at that time will receive points regardless of whether we later have to cancel.

Any driver changes after sign-in at the pit gate must be reported to a track official. Driver substitutions are allowed. Drivers who change cars must start at the rear of the field. Driver changes for feature events must include cars registered in that class and the car and driver must be qualified for the feature event. In other words, you cannot take a B Mod and run it in the A Mod feature.

TRACK POINTS: Feature track points go with the driver of the car at the start of the feature race (must take the green flag). Track points will be awarded to each driver in the main event as follows: 1st – 100 points, 2nd – 95 points, 3rd – 91 points, 4th – 87 points, 5th – 84 points, 6th – 81 points, 7th – 78 points, 8th – 76 points, 9th – 74 points, 10th – 72 points, 11th – 70 points, 12th – 68 points, 13th – 66 points, 14th – 64 points, 15th – 62 points, 16th – 60 points, 17th – 58 points, 18th – 56 points, 19th – 55 points, 20th – 54 points, 21st – 53 points, 22nd – 52 points, 23rd – 51 points. All other drivers that start the main event and finish below 23rd are awarded 50 points. All drivers that fail to start or qualify for the main event are awarded 45 points. All classes will be awarded points as described above whether USRA sanctioned or not.

Feature Line Up Procedures: Once heats are completed the feature line up is set via highest to lowest in passing points. Track may institute a redraw or a previous week's winner/runner up inversion rule if needed.

Non USRA Classes: Three or more wins in a row will earn you the 10th starting position or if less than 10 cars the back of the field starting position for the feature. This is a modified version of what many of us know as the Claxton rule.

RACE FLAG MEANING:

GREEN – Track is clear. The race will start if car alignment is proper.

BLACK – Unsafe equipment and/or consultation needed. Driver must go to the pits and will not be scored as being in the race from the time he/she is black-flagged. If you get black flagged for rough driving, you are done for the race. If you get black flagged for debris hanging off the car, fluids, smoke, broken suspension, or flat tires, you can re-join the field once the problem has been cured.

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BLUE with **YELLOW STRIPE** – Your car is ready to be lapped by faster traffic, **HOLD YOUR LINE**. Do not move to the bottom or move to the top, continue running the line you have been. Please do not race the leaders and take the chance of causing a yellow with them or other cars lapping you.

YELLOW – Race is momentarily halted. Continue circling the track in your race position at PACE speed. When re-lineup is complete, race will restart. If you are involved in a yellow in the heat or B-feature you are done for the event if you are the only car stopped. If there are multiple cars stopped during the heat race or B-feature, they will fall to the tail of the field. For the feature events, any car involved in a yellow will fall to the tail the first time and the second yellow they will be sent to the pits.

RED – Race is being stopped, stop your race car immediately. The lead car will move to a location as instructed by officials. Cars should remain in racing order. Officials will re-lineup cars. Do not drive through an accident. Violation of any of the above Red Flag rules will result in your car being disqualified from the race.

WHITE – One more lap before the race will be completed.

CHECKERED – Race is over and all cars except feature race winner will exit the track.

TRACK PROCEDURES

TRACK ENTRANCE: You may enter the track only with an official's approval. All race vehicles unable to start under their own power and requiring a push start will go to the rear of the race.

HOT LAPS: Hot laps will start approximately forty-five minutes before race time. Hot laps will be done eight to ten cars at a time first come first serve with last set proceeding onto track 10 minutes before scheduled start time. All cars must pack the track when requested. Failure to do so shortens the available amount of hot lap time.

POSTED INFORMATION: All pertinent information such as hot lap order, race order, and race lineups will be posted at the lineup board.

STAGING: All cars must be staged when the white flag is dropped on the previous race, otherwise the car and driver will be considered late and must fall to the back.

ORIGINAL STARTS: Original starts will be made on the front stretch just off turn four. An orange cone will be placed at the edge of the track where drivers will be allowed to start the race. The flagman will display the green flag and turn on the green light at that time. If the officials determine that the start was unfair, or "jumped", the yellow light will be turned on, and the yellow flag will be displayed when cars enter back stretch. **Drivers may be penalized for attempting to gain an unfair advantage on a start by "jumping" or "brake checking". Penalties may include lost positions, restarts from the rear, or disqualification from the race through a black flag.**

RESTARTS: Restarts will occur on the front stretch just off turn four. The orange cone will be placed at the edge of the track where drivers will be allowed to re-start the race. The flagman will turn on the green light, and the green flag will be displayed. As in an original start, if the officials determine the start was unfair then the same procedures will be followed as in the original start, and the same penalties will apply.

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SINGLE FILE RESTARTS: Will be Single file, nose to tail (bumper to bumper) – ONE LINE. Leader of the race is expected to pick up the pace at the apex of turns 3 and 4 and expect the green flag at the turn 4 cone. Cars must remain single file until the Green flag is displayed, *Once the green flag is displayed you cannot pass the car in front of you until you reach the orange cone in turn 4*, Any car in violation that passes the car in front of them before reaching the orange cone in turn 4 will be placed at the rear of the field only if a Yellow Flag is thrown. If a Yellow Flag is not thrown and a lap is completed the offending driver will be told over the receiver that he or she is being docked a position or the total number of positions that he or she jumped. If a yellow is thrown later in that race the offending driver will then be moved back the number of positions he or she jumped. If there is no Yellow Flag thrown before the conclusion of the race the offending driver will be scored in the number position, they were docked prior in the race. (i.e. if the offending driver jumped one spot and the race was finished before that driver could be put back one spot and he or she should win, that said driver will be docked the one position then and would finish second place).

DOUBLE FILE RESTARTS (A Feature Only): After one lap has officially been scored and a yellow or red flag situation occurs, the race will restart with the leader out front alone, second place determines his/her position by selecting inside or outside when instructed on the receiver, then everyone else lines up two abreast with third place inside or outside second place car, fourth place will always be inside the third row fifth place will always be outside the third row and so on... (i.e. All even positions will be on the inside rows all odd number positions will be on the outside rows). After two attempts to restart using this procedure, a single file restart will apply. Track management may institute single file restarts only at any time. All feature restarts with five or less laps remaining will be single file restarts.

LEADER RESPONSIBILITY: The leader sets a reasonable pace (brake checking is not a reasonable pace); all cars must remain nose to tail. Picking up the pace and then slowing down causing an accordion effect with those behind will earn the driver a back row starting position on the restart.

FRONT ROW RESPONSIBILITY: Heat race double file starts it is the front row's responsibility to set the pace and stay side by side. The front row will be given two chances to start the race as expected side by side. If this cannot be done after two attempts, both drivers on the front row will be sent to the rear of the field and the second row will now start the race.

STOPPING: Any car stopping on the racetrack, unless otherwise authorized (i.e., reporting debris), will be placed at the rear of the field. Any car/driver intentionally stopping on the track to draw a yellow for his or her benefit will be sent off the track for the remainder of that race.

UNASSISTED YELLOW FLAG – If you cause one (1) unassisted yellow flag in a heat race, your race is complete, and you must go to your pit. Any driver causing two (2) unassisted yellow flags in the feature event shall go to the pits. ~~Yellows will not be counted on starts if a car jumps the start.~~

DETRIMENTAL DRIVING/SAFETY: Any driver considered to be driving in a manner that an official determines to be detrimental to other drivers or unsafe to the sport will be black-flagged and sent to the pits. 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.

If your car is disabled in the infield or on the track, keep your helmet and belts on and stay in the car (unless you are in danger from fire or spilling fluids) until the race is over. There will be no working on the car on the track during a yellow or red flag condition. If a Red flag is out and you should go to the Hot Lane, You or your team

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CANNOT work on your car until the Yellow flag is displayed on track. If you work on your car under Red Flag conditions, you will be disqualified from that race.

CAUTIONS FIRST LAP: Once the green flag drops, the race is officially underway. On the original start and before one (1) complete lap is scored, if only one car is involved in a caution and stops on the track, that car will restart from the tail. *IF ALL BUT THAT ONE CAR CROSS THE START FINISH LINE THE LAP WILL COUNT SINCE WE WILL BE DOING A SINGLE FILE RESTART.* If more than one (1) car is involved in a caution before one (1) lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed. ~~Any car that goes into the Pits will rejoin the Field at the rear.~~ *ANY CAR THAT GOES INTO THE PITS DURING A HEAT RACE, THEIR RACE IS COMPLETE.*

CAUTIONS: If a car spins and causes a caution whether it stopped or not, that car will be charged with that caution and be sent to the rear or off the track (one spin heat two spin feature). In the event of a Caution, the car, or cars, involved in the incident that comes to a stop on the racetrack will be sent to the rear. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck) will be given their position back. Exception will be only if directed by a race official or if a safety issue is at risk.

ALL CARS ARE TO GET SINGLE FILE WHEN CAUTION COMES OUT. Do not drive side by side. Any driver not getting inline before one lap of caution is complete will be sent to the rear of field. Any driver not allowing another driver to get inline will be sent to the rear of the field. Any driver having to be told more than once to get inline will receive the black flag and sent to the pits. *LISTEN CLOSELY TO RACEIVER RADIO AS DRIVERS ARE EXPECTED TO GET IN LINE BY THE NUMBERS READ i.e. 94, 17, 2, 48, 21 OUR GOAL IS TO ACCOMPLISH THIS LINEUP DIRECTION WITHIN TWO LAPS, IT IS THE DRIVER'S RESPONSIBILITY TO HAVE A WORKING RACEIVER AND LISTEN.*

INCIDENTS: If you are in an incident on the track and are unable to continue, do not get out of your car for any reason or you will be disqualified. Exceptions will be, if your car is on fire or a track official instructs you to exit your car on the track. If you exit your car and make any unwanted jesters, throw or go towards another car, I-35 speedway may choose to also suspend or fine that driver for a period of time. (ie. One or two-week period, \$250.00).

DEBRIS REMOVAL: Officials may pull you over to either remove debris or bend sheet metal off tires, etc. If this is not possible you may be sent to hot lane.

LAP COUNT: A race will be called a completed race after the leader crossed the start/finish line and receives the *WHITE FLAG, THE NEXT FLAG ISSUED WILL END THE RACE (YELLOW, RED, CHECKERED)* ~~checkered~~ flag. Lapped cars ~~on white flag lap~~ cannot make up a lap on those involved in last lap incident. ~~If the yellow or red flag is displayed during a feature event before the lead car crosses the start/finish line, the race must be realigned and revert one lap. There will be two more laps run (green/white/checkered).~~

FIRE: When cars are observed on fire the red flag will be displayed to stop the field to allow the fire crew to extinguish the blaze. Cars that have had a fire must leave the track and their race is over regardless if the fire goes out on its own. This does not include cars that have fuel loaded in the headers.

QUALIFYING EVENT *SCORING*: These Races may *WILL* be called a complete race once the lead car has taken the white flag. The order of finish would be as follows: cars crossing the start/finish line before the caution

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or red flag is given would be scored the way they crossed the start/finish line. All other cars will be scored the way they were running on the last completed lap, with the car/s causing the caution or red to be scored at the rear.

The event may be stopped and/or terminated at any point whenever I-35 Speedway officials determine it is too dangerous to continue.

Posted heat race lineups for the scheduled feature event determine those eligible to compete in the feature event.

HOT LANE AND RE-ENTERING THE TRACK: If a driver goes to the hot lane, located behind the pit bleachers, during the A feature, once the yellow light has gone out the driver must remain in the staging area until a track official signals the driver to return to the racing surface. Re-entering the race may only be done on yellow flag conditions with an official's permission (either the official in turn 4 lineup or via the receiver). The driver will restart the race at the back of the field. If you go to your pit or trailer you will not be allowed to re-enter the track. All cars will be given two laps from the **INITIAL** yellow flag to return to the track, with the following exception, your car is the reason for the yellow you are not guaranteed any laps. You cannot exit turn 4 to go to hot lane, exiting turn 4 your race is over.

POST-RACE/TECH: The winner of the A feature event will proceed to scales. The top four (4) finishing cars in the feature events must cross the scales for weight check after the races. The scales are located in the infield off of turn 4. Cars not weighing the minimum for their class will be disqualified. There may be nights the scales are not used, and you will be notified via the receiver. On a normal night of tech the top four cars of each class will enter the tech area following their feature race. Officials may change the number of cars or the finishing position of cars for tech without notice. Only two (2) people may go to the tech area with the car. Tech inspections are at the discretion of the officials. Any driver refusing tech will forfeit all money and points won that evening. Any car found illegal after the feature race will be fined and/or lose points up to all earned for the night. You must report directly to tech after the completion of your race as you are instructed to do so. Failure to report to tech as instructed will result in disqualification and/or loss of points and money, for that event.

PAY: Pay will be available at the ticket office window once the results are final. Should a driver contest a finish position, pay in that class will be stopped until the matter is resolved. The Race Director or designee is responsible for making the final decision on any challenges. Drivers must start the feature (take the green flag) to be awarded feature pay. Tow money will be awarded to each driver who does not qualify for the A feature. Drivers will be paid each night once the race results are official. Drivers or their designee will be required to sign for the pay. It is the race team's responsibility to get their pay we will not send checks.

CAR PROTEST RULES: All matters pertaining to protests shall be handled by Track Officials. If a registered driver believes that another competitor has or will obtain a significant unfair competitive advantage by some action that he/she believes is in violation of the track rules the driver may protest such action to a Track Official. The protest must be made in writing by the driver listing what he/she is protesting and what rule is being violated and must be signed and dated. This written protest must be given with protest money to the Technical Director within 5 minutes of the checkered flag being displayed for that class' feature event. Each separate protest must be accompanied by a \$250.00 protest fee. The \$250.00 fee will include, Chassis, Ignition, All fuel components, Transmission, Rearend, Intake and Cylinder head; however, a separate protest which involves the removal of the Crankshaft from the engine shall include a \$750.00 protest fee. Also, a separate protest that involves the removal of a piston or connecting rod from the engine shall be accompanied by a \$1000.00 protest fee. If the part is illegal, the money will be returned to the driver making the protest. If the part is legal, the driver of the protested car will get the money. Protested parts are not subject to protester inspection.

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TRANSPONDERS: If you are in a class that competes with transponders you are accountable for utilizing the transponder during qualifying and feature events. If found not to have a transponder at the completion of the race you will be disqualified. Transponder location is: all modified classes, on motorplate, Stock classes on the rear axle, on Late Models the bar in front of the radiator. The transponder must have open access to the ground without any bars or other parts of the racecar in the way.

TRACK SAFETY RULES ALL CLASSES

RACEIVERS: I-35 Speedway REQUIRES the use of a One-Way Radio Receiver, officials to drivers only, during racing competition. Drivers having an issue with the receiver after the race has started must inform a track official at first available opportunity. Drivers found to be in competition without receivers will be disqualified. Continuous receiver problems will lead to disciplinary action. Frequency: 454.0000. No other frequencies are allowed to be utilized on the receiver!

Lighted signaling devices, hand signals or any other equipment or methods used for communication during an event between a non-competing participant and a driver is not allowed if observed it will lead to disqualification of the driver. All other radios and any other devices used for transmitting or listening are not allowed on the racecar or on the crews identified with the racecar.

AT NO TIME IS ANYONE ALLOWED TO BE ON THE TRACK WHILE RACE CONDITIONS ARE UNDERWAY WHEN THE GREEN FLAG OR GREEN LIGHT ARE DISPLAYED. ANYONE INCLUDES TRACK OFFICIALS, TOW TRUCKS, MEDIA, DRIVERS, CREW AND FANS. THE YELLOW LIGHT AND YELLOW FLAG MUST HAVE BEEN DISPLAYED BY THE FLAGMAN BEFORE ANYONE RESPONDS TO THE TRACK.

- A) A Master Ignition/Battery Power type kill switch is mandatory in all classes at I-35 Speedway. The switch must be boldly marked ON and OFF must be connected and located directly behind the driver's seat.
- B) Helmets are required and must be a minimum of SA2010 with certification label inside helmet. Helmet must be worn at all times car is on the track and must be provided for inspection.
- C) Roll bar padding (Fire retardant recommended) required in driver compartment and all roll bars within the reach of the driver's head must be covered with roll bar padding. Roll bar padding in conjunction with a containment seat will be determined on an individual basis by I-35 Officials.
- D) An approved head and neck restraint system (i.e. Hutchens, G-Force, Hans, etc.) is recommended. An approved head and neck restraint system means a system tested and subsequently approved for sale by vendors.
- E) SFI approved full fire suits of a flame-retardant nature must be worn by all competitors. Nomex underwear is highly recommended.
- F) Fire retardant gloves and fire-retardant shoes are required.
- G) Minimum five, six, or seven-point safety belts, sub belt, and shoulder harness required and securely mounted as prescribed by manufacturer. Excess belt must be secured. NOTE: On all Race cars, A, B & E Mods, Stock Cars, Limited Late Model, Sport Compact, and Pure Stock cars the shoulder harness belts must be mounted to the main cage only. The shoulder harness belts cannot be mounted to any part of the chassis that can come loose from the main cage or goes to the rear section of the car.
- H) Seat belts and shoulder harness cannot be more than three (3) years old.
- I) Aluminum Racing seats only, must be bolted in using minimum 0.375-inch bolts with oversize washers to keep bolt from pulling through seat (fender washers). Head and shoulder supports on both sides are highly recommended.
- J) Seat must be mounted inside the frame rail and ahead of the "B" post of the roll cage.

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- K) Bottom of seat can be no lower than the bottom of the frame rail.
- L) All cars must have a window net. It is highly recommended an approved rib type, made from minimum $\frac{3}{4}$ inch, maximum one-inch wide nylon material with a minimum one-inch square opening between the ribs, window net in the driver's side window at all times the car is on the track.
- M) Window nets, minimum 22" wide and 16" high, must latch at top of car so that window net hangs down on door or inside door when unlatched. Triangle window nets in addition to regular window net recommended on each side of seat.
- N) The bottom of the window net must be securely mounted to the roll cage. (pop rivets, hose clamps, and/or wire ties are not acceptable).
- O) It is recommended that cars be equipped with a fully charged On-Board Fire Suppression System.
- P) Minimum requirement is a 2.5 lb. fire extinguisher securely mounted in vehicle and within driver's reach for activation.
- Q) Each team must have a minimum 10 lb. Dry chemical and/or a 10 lb. CO2 and/or 2.5-gallon water fire extinguisher in their pit area. Fire extinguishers must be visible.
- R) Rear Coil Springs must be tethered. The tether must be a minimum of 1/8" cable or minimum 3/8" rope connecting the coil spring to either the frame or rear axle.
- S) Roof Escape hatch approved provided it is closed and locked during racing.

SPORTSMANSHIP AND CONDUCT: Racing can be a very emotional sport. Therefore, good sportsmanship is the cornerstone of any competitive racing program. This must include respect for all participants – drivers, owners, pit crews, fans, and officials. We will not tolerate fighting or abusive behavior. If you have a problem, see an official so the issue can be resolved. Do not take the situation into your own hands. Making negative statements, on social media or over the public-address system, that can be considered harmful to I-35 Speedway including statements towards The Owners, Personnel, Racers, Crew or Fans will not be tolerated. Anyone that makes such statements via social media will be asked to remove them from social media pages. We ask that, if you have a complaint or are not happy with your experience at I-35 Speedway, Please, contact Track Management to discuss the problem. We will do our best to resolve all issues. Our goal at I-35 Speedway is to ensure everyone has fun either observing or participating in the events. Any negative actions could result in Suspensions and Fines

Any concerns or complaints can be discussed with the Competition Director after the races are complete. We all know there is not a way to change the outcome of a race once it is complete. At I-35 Speedway we will strive to not make mistakes and make the racing fair to all competitors that have chosen to race there. If you meet and discuss a problem with the Competition Director after the races are complete, all discussions will be with the driver only. This will be done in a professional manner only. No yelling, cursing or contact of any kind will be tolerated. If the driver cannot conduct him or herself accordingly, you will be asked to go back to your pit area and the discussion will be over at that point.

Drivers –you are responsible for the actions of your crew. Being in the other competitor's pit area is considered already at fault.

Misconduct could mean, but is not restricted to the following:

1. Threatening or obscene gestures – aimed at an official or a competitor
2. Foul language directed at an official or a competitor
3. Fighting in pits
4. Unauthorized visits to the scorer's booth.

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Any person caught in possession of any illegal drug substances under Missouri Law, or under the influence of alcohol, or found guilty of breaking any other substance abuse law in Missouri while on the speedway grounds will be subject to suspension.

If you have a question during the racing program ask an official with a radio, who can relay the question. Please review these rules first. Questions will be answered as quickly as possible but understand while racing is ongoing some discussions may be deferred until the end of the race program. Track officials' decisions are final.

I-35 Speedway reserves the right to refuse admission to any party.

Everyone in our sport is expected to represent our sport in a positive manner with a positive attitude. We all have a place in this sport as a fan, an owner, a driver, a pit crew member, an engine or chassis builder, concession worker, official, safety crew, etc. and we do this sport because we love it. Think positive, be positive.

REMEMBER RACING IS A SPORT AND YOU ARE HERE TO HAVE FUN!

GOOD LUCK DURING THE 2021 RACING SEASON.