

I-35 SPEEDWAY

2018 GENERAL RULES & TRACK PROCEDURES

(Updated 1-10-2018)

First, 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. All cars must satisfactorily complete tech before going on the track. 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. Normal event length is 6-lap heat races for the Pure Stocks, Sport Compact, E-Mods, Stock Cars, B Modifieds, and Grand National Divisions and 8-lap heat races for the A Modifieds. Feature length is 10 lap for Sport Compact, 12-laps for Pure Stock, Grand Nationals, and E-Mods, 15-laps for the Stock Cars, 15-laps for the B Modifieds, and 20-laps for the A Modifieds. Time Limits – A *2-minute per scheduled lap* time limit will be imposed for the A feature, with a 15-minute time limit for all heats and B features. When the time limit is nearing expiration or inclement weather dictates otherwise, laps may be cut and the drivers will be advised via the racever. Track management will determine qualifying and line-up procedures for special events.

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, is allowed to enter the pit area during the racing program as long as a Minor's Release has been signed by both parents and/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 and above. 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. Any member of the media requesting credentials should submit their requests in writing to the Speedway no later than 24 hours in advance of the race event. All credential requests should be submitted on company letterhead stating the media member's name, complete title and media affiliation through email 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. NO standing on the back or side of vehicle. 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. No personal vehicles in pits, tow vehicles with trailers attached only. Not responsible for any damage to vehicles in pits.

REGISTRATION AND PIT FEES – Registration fees are \$100 for Modified Driver, \$70 for Stock Car drivers, \$60 for Grand National and B Mods Drivers, and \$45 for Pure Stock and E-Mod Drivers. Drivers and race cars must be registered in each class they participate. Pit passes are \$35. Race cars can only compete in one class. Drivers competing in multiple classes must pay a pit fee for each class, (i.e. racer competing in Modified and Grand National must register both cars and purchase two pit passes per race event).

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. 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.

In the event that 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.

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.

Track Championship points: *USRA Track Champion Points will be earned through the first completed weekend in September. I-35 Speedway track championships will be awarded by the Track based on a driver's best finishes, less the two lowest scoring races, throughout the entire race season. All classes will earn points through the end of the season. All drivers competing in 85% of all races available will earn a bonus of 100 points towards the track championship.*

Feature Line Up Procedures: *Once heats are completed the feature line up is set via highest to lowest in passing points, with the following exception, the Top 8 in passing points will redraw/be redrawn (fan participation) for their starting position in the feature. If a feature has eight or less cars, then everyone will redraw. Stock Cars only the previous week's winner will automatically qualify for the feature and start tailback on the field provided he/she starts their heat race. If the previous week winner misses the following week it will apply upon his/her return to competition.*

FLAGS

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.

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.

UNASSISTED YELLOW FLAG – If you cause one (1) unassisted yellow flag in a heat race, your race is over and you must go to your pit. Any car 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. Unassisted Yellows will only be counted after the start of the heat or feature race. (i.e. Car spins out) (See heat and feature starts for clarification on yellows)

ASSISTED, PART or CAUSE of YELLOW FLAGS – If you are the one that causes a yellow flag but because of contact you were able to continue and a yellow was thrown, or you caused the yellow by stopping, spinning and continuing and causing the cars behind you to make contact and bring out the yellow. You will be called in that yellow and sent to the rear even though you did not make contact.

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

HOT LAPS – Hot laps will start approximately forty-five minutes before race time. All cars must pack the track when requested. Failure to do so will result in starting at back of heat race.

The order of events will be posted on the line up board. Line-ups will be posted well in advance of your race and you need to be lined up well in advance. It is the driver's responsibility to check the line-up board and be in the staging area before your race has been called to start. 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 – Two (2) abreast (side-by-side). It is up to the two lead cars to set an even pace so that the race is started evenly. You will get 2 attempts at starting the race in the original order. If this cannot be done because one car or the other attempts to get a jump or bog down the other cars, a yellow will be thrown and that will be considered an attempt to start. The front row will be given one more attempt (or the second attempt) to restart the race correctly. If a second attempt is made and a yellow is thrown both cars will then be put to the rear and the second row will then be moved forward and become the front row. Race starts when front row reaches the turn 4 cone. Any car other than the front row passing before the start of the race, or jumping the start will be sent to the rear of the field. If this car jumps the start again they will be black flagged and sent to their pit. Cars must be nose to tail (bumper to bumper). Any car with excessive space in front to get a jump will be called for a jumped start. You must be nose to tail until the green flag is displayed. When the yellow light goes out, prepare to start the event. Starting Line is the last cone as you exit in turn four (4).

Exception to rule: If it is obvious and in the official's opinion one car after two starts has either jumped the start or lagged then only that car may be sent to the rear.

RESTARTS HEAT RACES – Will be Single file, nose to tail (bumper to bumper) – ONE LINE. Restarts will be at the last turn four cone. 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 flag stand, Any car in violation that passes the car in front of them before reaching the flag stand 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).

A-FEATURE DOUBLE FILE RESTARTS – 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.

SINGLE FILE STARTS FEATURES: Once we go to a single file start and the green is given you cannot pass until you reach the flag stand. If you pass before you reach the flag stand the penalties will be the same as restarts in heat races. (See restarts heat races for rule).

LEADER RESPONSIBILITY & FRONT ROW – 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. ON DOUBLE FILE STARTS, IT IS THE FRONT ROWS 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 CAN NOT 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. THE SAME RESTART RULES WILL APPLY TO THESE DRIVERS ALSO.

It is your responsibility to listen to the receiver and get into proper line.

Any car stopping on the race track, 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.

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.

Cars must complete one full lap on the race track for the lap to count. 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. 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 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.

AFTER AN ON TRACK INCIDENT – You will be placed at the tail of the field if you cause the caution or if you are stopped on the track when the caution light comes out. Exceptions are, if you are stopped by an official or you stop to report debris on the track. If you stop to miss the wreck and regain forward motion before the yellow light comes out you will get your spot back. If you spin\stop on the track before the yellow comes out to avoid a wreck and do not make contact, you will be put back in your spot. If you make any contact, you will be put to the rear.

Any car going onto the infield (inside the cones, tires, or poles) intentionally or spreading debris on the racing surface will restart the race in the back position.

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 GESTURES, 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).

LAP COUNT – Cars crossing the start/finish line before the yellow or red flag was displayed will be scored by the order they crossed the finish line. All other cars will be scored by the order they crossed the finish line on the previous completed lap with cars causing the yellow or red flag to be scored at the rear of the appropriate lap. A race will be called a completed race after the leader crossed the start/finish line and receives the 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 back 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.

DURING QUALIFYING EVENTS – The race may 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 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.

A full field is deemed to be 24 cars. Cars may be added to the field after meeting all pre-race requirements if less than 24 cars are scheduled for a feature event. Track officials will determine how many cars to start in a

feature event based upon car count and class. Cars and drivers must qualify for the feature race if more than 24 cars are present.

HOT LANE AND RE-ENTERING THE TRACK – If a driver goes to the hot lane, located behind the pit bleachers, during the A or B features, 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. 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 then the front straight for trophy presentation and pictures. 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 racever. 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 lose all points and money 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, 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 licensed 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 \$200.00 protest fee. The \$200.00 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 he part is legal, the driver of the protested car will get the money. Protested parts are not subject to protester inspection.

TRACK SAFETY RULES ALL CLASSES

RACEIVERS – I-35 Speedway REQUIRES the use of One Way Radio Receivers during racing competition. A Receiver check will be conducted during hot laps to ensure they are working. Drivers having an issue with the receiver after the race has started must inform a track official at first available opportunity. Continuous receiver problems Will lead to disciplinary action. Frequency: 454.0000.

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 ARE NOT ALLOWED ON THE TRACK UNTIL THE YELLOW LIGHT AND FLAG HAS BEEN GIVEN BY THE FLAGMAN. ANYONE GOING ON THE TRACK BEFORE THE YELLOW IS DISPLAYED WILL BE ASKED TO LEAVE THE INFIELD IMMEDIATLY.

- 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, Grand National, 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.
- 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 ¾ 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 Halon 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 – remember that 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.

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.

ANNUAL AWARDS BANQUET – will be announced.

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!

“HAVING FUN IN THE DIRT”

GOOD LUCK DURING THE 2018 RACING SEASON.