



GENERAL RULES

RULE BOOK DISCLAIMER

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 events, and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

GENERAL RULES

1. The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct and are in no way a guarantee against injury to participants. By entering or competing at the facility, you are agreeing to the terms of these and any other posted rules.
2. Rule and procedure changes may be made at any time with or without prior notice.
3. Management reserves the right to reject or allow the entry of any car, driver, or person for any reason.
4. No intoxicating beverages, narcotics, or illegal substances are to be consumed and/or used during any event, by anyone, entering the racing facility.
5. Verbal or physical abuse of any official or other entrant on premises, is, strictly prohibited. Fighting on premises at any time will subject offender(s) to possible suspension & ejection.
6. Officials must be immediately notified of any car or driver change. Any changes will result in the driver and car starting at the tail of the next race they were eligible to start.
7. Drivers earn starting positions in races, cars do not. If a driver scratches to allow another driver to drive their car, the second driver must have already been eligible for the race they wish to enter.
8. All decisions of scoring judges & officials are final.
9. Drivers, owners, and/or crew members have no claims against management or any official due to disqualification or damage to driver or equipment resulting in an altercation arising from unsportsmanlike conduct on behalf of drivers, owners, and/or crew members.
10. Anyone bringing legal action against the speedway, management, and/or officials will be suspended indefinitely.
11. Whenever it is deemed dangerous, unsafe, or unjustified to continue any racing event, it may be stopped at any point by the discretion of management.
12. Per given race night, race cars must claim 1 class only, however, a driver may drive in more than 1 class with certain exceptions.
13. Every year you must file a completed registration form and an IRS form W-9 filled out and returned to management.

14. All pit entrants must sign a voluntary waiver & release from liability & indemnity agreement, and pay for and receive an authorized pit pass.
15. Make absolutely sure you keep your authorized pit pass. In the event of a rain-out. It is the only means by which you will be allowed admittance on the rescheduled date. Your signature on pit sheets, or "don't you remember me?", is not acceptable to gain re-admittance!
16. Anyone caught illegally entering pits & cannot produce an authorized pit pass will be immediately ejected from track. Management reserves the right to ask for proof of admission at any time. Management also reserves the right to pursue legal action against anyone trespassing anywhere on speedway property.
17. Pay-off procedure: Only owner and/or driver may pick up any prize monies. Be prepared to show a valid driver's license or some other form of I.D. If you are asked.
18. Prize monies left unclaimed over 45 days will become the property of The Dirt Track at Edgewater.
19. The management reserves the right due to inclement weather conditions and/or any unforeseen conditions, to make changes in the posted pay-off structure. You will be notified as soon as possible if this condition arises.
20. Raceceivers are mandatory in all divisions at all times.
21. A scoring transponder is required on all cars at all times.
22. Any ties in championship points will be considered a tie with the two(or more drivers) splitting any cash prizes evenly. Any ties for prizes or provisionals that cannot be split will be determined by coin flip held by Management.
23. Due to insurance regulations, 4 wheelers are only permitted in the pit and infield area. They are NOT allowed in the parking lots or any other areas of the track. Also, 4 wheelers may only be operated by persons 16 years of age or older.
24. Provisionals: Provisional starters may be added to certain events as decided by speedway officials. Drivers are eligible for one Speedway provisional per racing season. Once they have used their provisional start, they are not eligible for any further provisionals that season. Provisional starters will be chosen using attendance and the current point standings in that division. To be eligible for a provisional, a driver must have been present and have attempted to compete at every event, INCLUDING NON POINTS RACES, in their division during the season in question. The highest driver among eligible drivers in the point standings at the beginning of the event will be given first choice to use their provisional. If they choose not to use it, they retain the use of their provisional for another event and the provisional choice will move to the next eligible driver. In the event of a tie in points, a coin flip will determine first choice. Drivers can miss one race and still be eligible for a provisional, however, they cannot compete at another track on the same night as the event they missed. Any driver wanting to use the one race exemption to this rule must inform management at the next event after the missed event. Also, any drivers using the one race exemption will be given the option to use a provisional an an event only after all perfect attendance drivers have either used or passed on their provisional. Certain events may require modification of the provisional rules.

SAFETY EQUIPMENT

Safety equipment specifications listed below are listed as a guide and are only a minimum standard. These minimum standards may not be sufficient enough to protect a driver from injury or death from some incidents. It is the responsibility of the driver, car owner, and crew to ensure that the safety equipment on the car is properly installed, working as intended, and is sufficient to protect the driver from any incidents that occur. This may include using safety equipment that goes above and beyond the minimum specifications and recommended equipment listed below.

1. Batteries:

1. NO batteries to be located in the drivers' compartment/cockpit.
2. The battery must be securely mounted with positive fasteners and brackets.
3. The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.
4. One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver seat, in a location that is easily accessible from outside the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch. An additional battery disconnect switch within the driver's reach may also be used

2. Seats:

1. Full containment type seats constructed of aluminum to the general design specifications of SFI 39.2 standards are highly recommended. Design should include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
2. Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and a base seat acceptable to the seat manufacturer. Components should include comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance to seat manufacturer's instructions.
3. Seats must be used as supplied and instructed by the seat manufacturer with the exception of trimming the length of the left side head surround for the purpose of egress only. If the left side head surround is trimmed to a distance that is less than the most forward surface of the drivers helmet (usually the area crossing the chin) then a left side head net meeting the SFI 37.1 must be installed with a quick release latch.
4. Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.

3. Restraints:

1. The use of a 5, 6 or 7 point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED no exceptions. All driver restraint systems shall not be in excess of 3 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware.

4. Window Nets:

1. Window Nets certified to SFI Spec 27.1 are highly recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.

5. Driver Worn Equipment:

1. A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is REQUIRED.
2. A driver suit certified to SFI Spec 3.2A/5 is REQUIRED.
3. Gloves certified to SFI Spec 3.3/5 are REQUIRED.
4. Socks and Shoes certified to SFI Spec 3.3 are REQUIRED.
5. Head and Neck Restraint Devices/Systems are Highly Recommended
6. At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1. The

device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions

6. Drive Line:

1. A driveline "sling" is REQUIRED.

7. Cockpit Tubs:

1. Eighteen (18)-gauge steel or one and one-eighth inch (1 1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.

8. Fire Suppression:

1. An in-car Fire Suppression system is Highly Recommended.
2. All race cars should be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles.
3. All systems must meet or exceed SFI 17.1 specifications.
4. Systems must be fully charged with ten (10) lbs. of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that or beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.
5. Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.
6. The cylinder must be connected to the nozzles with steel or steel reinforced lines.
7. Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area.
8. An optional manual override cable may be added to the system.
9. Drivers under the age of 18 are REQUIRED to have a HEAD SOCK, window net, gloves, and either a neck collar or a head and neck restraint system in addition to all other required safety equipment in place.

ON TRACK RULES

1. Working on cars, on track, is prohibited.
2. No one except drivers, their cars, & track officials are allowed on track after racing begins.
3. Any car pitting under yellow will automatically go to the tail position.
4. If you stop on the track, you go to the tail. This includes the initial start. Stopping at an official under yellow flag conditions for certain safety reasons is allowed. (Note: If a Red Flag or completely blocked track situation occurs, officials reserve the right to revert to previous lap or initial start.)
5. Officials reserve the right to penalize drivers that either directly cause or intentionally cause a cautions. If officials determine that a driver intentionally caused a caution, officials may disqualify the driver for the night.
6. Any car causing 2 cautions in a single race will be black flagged.
7. Anything dragging or hanging on a car that is determined unsafe will cause that car to be black flagged.
8. You may enter the infield at any entrance. YOU MAY NOT RE-ENTER THE TRACK DURING GREEN FLAG CONDITIONS. You must wait till the next caution to re-enter the track. During "one to go" caution conditions, cars must re-enter behind the field.

9. Under a red flag, there is no working on cars on the track. Cars will be allowed to go to infield for work. Cars not returning to the track before race returns to yellow will be put to the tail.
10. After receiving the checkered flag, cars are to slow down and exit the track into the infield entrance on the backstretch. DO NOT stay in the throttle or continue around to enter the infield in turn 4.
11. Anyone jumping the start will be given one warning. Second offense will result in a one row penalty.
12. On the third complete restart of any race, that is not the result of someone jumping, the field may be put in single file order.
13. Passing before the cone, hitting the cone or going under the cone will result in offending car going to the tail of the field.
14. If a car leaves the infield and goes to the actual pit area during any race, that car is considered out of that race and will not be allowed to return to the track or infield for that race.