



## **2017 General Rules**

### **Revision #1 - 4/12/2017**

#### **1. GENERAL RULES**

- 1.1. It is mandatory for all persons entering a restricted area of the track to read and execute all pertinent waivers and releases.
- 1.2. These rules and/or regulations set forth do not serve as express or implied warranty of safety.
- 1.3. I-75 Raceway is not responsible for damage or to any vehicles or personal property while vehicles or personal property is on the raceway property.
- 1.4. The pit area has a 5 mph maximum speed limit at all times.
- 1.5. A race car can only compete in one division per night. (Example: You cannot race the same car in Sportsman and Limited Late Model in the same night.)
- 1.6. All cars must have legible numbers on both doors and roof of car. Measurement of numbers should be 24" in height minimum.
- 1.7. Cars with duplicate numbers will add a letter to the front or rear of number.

#### **2. TRANSPONDER SCORING**

- 2.1. Beginning with the 2016 racing season, I-75 Raceway will utilize transponder scoring.
- 2.2. All drivers must sign-in and obtain their scoring transponder at the sign-in table located beside the scales and register for qualifying order no later than 15 minutes before the drivers meeting. Any drivers arriving after the sign-in cut-off time must notify a track official upon their arrival.

- 2.3. All transponders must be securely fastened to the right-rear axle tube on all race vehicles. The transponder must be facing downward and have an unobstructed view of the ground. Any car(s) without a transponder will not be scored or paid.
- 2.4. Drivers are responsible for making sure their race cars cross the scoring loop. If you drive into the infield for any reason and bypass the scoring loop, you will not be counted that lap and thus, scored a lap down.

### 3. **PERSONAL CONDUCT**

- 3.1. Firearms are strictly prohibited on I-75 Raceway property, except for working security and law enforcement.
- 3.2. No alcoholic beverages or controlled substances are permitted anywhere on raceway property. Offenders are subject to suspension from the property and/or arrest
- 3.3. Abusive language, fighting or physical abuse will not be tolerated. Offenders are subject to suspension from raceway property, monetary fine(s) and/or arrest.
- 3.4. Any driver exiting a race vehicle on the race track unless directed to do so by a track official or in the response to an emergency situation is subject to disqualification. No exceptions.
- 3.5. All drivers are solely responsible for the conduct of their crew members and associates.
- 3.6. Injuries incurred on raceway property must be reported to office prior to leaving the track premises. Failure to do so will result in denial of insurance claims.
- 3.7. Any driver or anyone associated with a driver who comes to race control during a race to dispute a call will result in said driver being disqualified from that night's event.
- 3.8. Victory Lane is an area for celebration. If you are not associated with any of the persons in the victory lane area, you do not belong there. Yelling, cursing, or otherwise disrespectful behavior will not be tolerated at Victory Lane.
- 3.9. Please be respectful of our track, local media, and/or series photographer(s). All persons associated with the winning team are asked NOT to stand in the way until these officials have completed their photo obligations.

### 4. **RACE PROCEDURES**

#### 4.1. **General**

- 4.1.1. Equipment not conforming to specifications stated herein may be impounded by the track. All race cars are subject to inspection by officials at any time. Any

vehicle deemed illegal will not be allowed to compete and will not receive refunds.

- 4.1.2. All drivers must be staged and ready to compete in their scheduled event. Any driver late for Qualifying will qualify last and receive only 1 lap. Any car arriving after qualifying has completed will start last in the final heat race or if there is no heat race, their feature race.
- 4.1.3. The weight claim of race car must be posted on bottom of LEFT Side A pillar before race car crosses the scales. Failure to have weight posted will result in disqualification. Only ONE (1) weight number can be visible. If multiple numbers are visible, car will be deemed light and disqualified.
- 4.1.4. At the conclusion of heat races and features, the Top 3 finishers must cross the scales. Any car entering into their personal pit area before crossing the scales will be disqualified. The top 3 qualifiers will be announced on the raceceiver. If you're unsure, go across the scales to be safe.
- 4.1.5. In the event the track holds qualifiers to weigh after qualifying, the top number of qualifiers held will be sent to the staging area to weigh after. Those falling out of the top number of qualifiers will be released. Any car with soft tires or weighs light will have their times disallowed.
- 4.1.6. All cars who are required to weigh before qualifying, must be weighed and ready to qualify when qualifying begins.
- 4.1.7. Any qualifying car deemed with a soft tire or incorrect weight at the scales prior to qualifying will have one (1) opportunity to correct the issue(s) and will have 5 minutes to return to the scales. That driver will qualify last and receive 1 lap. If weighing takes place following qualifying, the qualifying times will be disallowed and the driver will start on the rear of the last heat race or feature if no heat race is ran.
- 4.1.8. Qualifying procedure: all qualification will take place via transponder scoring. Qualifying will take place with 2 cars at a time for 2 full laps. Cars will line up on the chute and race control will instruct qualifiers on when to roll on the raceceiver.
- 4.1.9. The track reserves the right to bundle qualifying together with hotlaps in certain situations. In this event, it will be announced during the drivers meeting. Any division(s) with hotlap qualifying will be placed into groups of 5 and all drivers MUST hotlap qualify with their assigned group. Each session will be 5 laps in length, with the fastest lap time of each driver being recorded. All drivers will be guaranteed 5 green flag laps. Laps will begin counting when race control announces the field is green starting with the "leader" of the group.
- 4.1.10. The track reserves the right to invert qualifiers.
- 4.1.11. Any driver winning 3 points-awarded features in a row will start no better than 6th position in their next feature attempt. If said driver wins consecutively thereafter,

driver will start no better than 7th position and so on throughout the penalty period.

- 4.1.12. All events are scored in relation to the race leader. All scoring decisions made by the transponder system are final. If you feel the results are not correct, you have 10 minutes to lodge a question after the results are posted. If the results are confirmed, results are final.
- 4.1.13. In order for a driver to be listed as starting the feature and receiving money for starting the feature, all drivers must take the initial green flag for their respective feature.

#### 4.2. **On-Track**

- 4.2.1. All drivers are responsible for understanding the following flag signals:
- 4.2.2. Green Flag: Begin and maintain race pace.  
White Flag: 1 lap to go.  
Black Flag: Exit to the pit area immediately.  
Red Flag: Danger - stop immediately. Stay in car unless instructed to exit or in response to an emergency. Do not roll until instructed by an official or via raceceiver.  
Yellow Flag: Caution - Slow to cautious pace speed. Listen for instructions on raceceiver.  
Blue Flag with Yellow Cross (Layover Flag): Allow lead cars to pass.  
Checkered Flag: End of Race.
- 4.2.3. Layover Flag: Any driver being shown the layover flag must lay over for the leaders as directed on the raceceiver (go high or go low depending on leader's line). Any driver failing to heed the layover flag for two (2) consecutive laps will no longer be scored and will be parked at the next caution period.

#### 4.3. **Caution Calls**

- 4.3.1. When the caution flag appears, all cars must slow to a cautious pace speed and remain within 5 car lengths of the car ahead at all times. At the discretion of the race director, the offending driver and/or drivers may be started in the rear of the field. All other cars will restart in the running order of the last completed Green Flag lap. Any cars stopping on the track to argue with an official are subject to be sent to the rear or to the pits at the race director's discretion. If you are challenging scoring position, pull alongside the car you believe you should be ahead of until instructed where to line up. When instructed, you must line up where instructed immediately.
- 4.3.2. Drivers that feel they have a tire rub, mechanical issue, or damage is permitted to stop at the top of the track in turn 2. This is referred to as the "body shop." Unless otherwise instructed, all drivers with concerns must stop only in turn 2. This will not be the place to argue a call.

#### 4.4. **During A Race**

- 4.4.1. Any driver with mechanical issues are asked to be courteous and try to pull off the raceway in order for the race to stay green. It's understood that can't always be helped. However, if it's in your power, please do so. We can also help guide you on the raceceiver.
- 4.4.2. Any driver that pulls into the infield to allow the race to continue under green, must stay belted into the car at all times with all safety gear in place and may not re-enter the race under green. If the car is in harm's way, a caution will be thrown. If the car is not in danger, we will continue the race.
- 4.4.3. Any car slowing to an unsafe pace which brings out a caution is subject to being charged with the caution. This includes if the driver accelerates after the caution is thrown.
- 4.4.4. Any car deemed "shortening the track" by intentionally driving through the infield is subject to a one (1) lap penalty.

#### 4.5. **After A Race**

- 4.5.1. After the checkered flag has been displayed, race control will announce on the raceceiver "checkers (car number)." Following that announcement, the race leader is required to slow off turn 2 and begin the cool down lap. All other drivers will race back to the line and slow off turn 2.
- 4.5.2. All cars are to stay in or near the racing groove (no searching for mud weight).
- 4.5.3. Race control will announce the top 3 finishers who will be required to cross the scales. If you're unsure, cross the scales anyway.

### 5. **STARTS & RESTARTS**

#### 5.1. **INITIAL START**

- 5.1.1. One (1) lap will not be considered complete until all cars on a reasonable race pace have crossed the scoring loop for a full lap. After that, the top 3 must cross the line before a lap is considered complete.
- 5.1.2. Drivers will only be paid if they take the initial green flag for their feature. (see 4.1.13)
- 5.1.3. All race cars must remain in double file formation until the Green Flag flies. WHEN THE GREEN FLAG FLIES YOU ARE TO ACCELERATE WHETHER YOU LIKE THE START OR NOT. IF THE START IS BAD, WE'LL THROW THE CAUTION ON THE BACKSTRETCH. IF YOU FAIL TO TAKE OFF OR DO NOT CONTINUE ACCELERATING UNTIL YOU PASS THE FLAGSTAND, YOU WILL BE SENT TO THE REAR. NO EXCEPTIONS. Race control will alert all drivers

immediately on the raceceiver if the start is bad and will alert drivers of caution being displayed on the backstretch. This is to allow all cars to slow to a cautious pace without running over each other. All cars must quickly get lined back up and will be coming to the one to go signal at the line next time by.

- 5.1.4. If one (1) lap is not completed, all cars retain their original position. Any car going into the pit area during this caution that return to the track will restart in the rear. No exceptions.
- 5.1.5. Three (3) attempts will be made to complete the first lap in double-file formation. If 3 cautions are thrown for spins or crashes, the field will be moved to single file the remainder of the feature.

5.2. **JUMP STARTS:**

- 5.2.1. The front row starters must remain in an even, side-by-side formation until they reach the immediate vicinity of the white chalk line in turn 4. Neither car is permitted to fire until both cars are even at the white line.
- 5.2.2. Front row cars will be moved back one (1) row after a second (2nd) start attempt fails (3rd attempt at green will have the 2nd row moved up.) Jump re-starts will be called back at the discretion of race control.

5.3. **JUMPING THE RESTARTS:**

- 5.3.1. Passing is not allowed until car has passed the flagstand. Any cars ahead with bad start, mechanical issues, or otherwise not accelerating are OK to pass.
- 5.3.2. Race control will inform on the raceceiver "(car number) jumpstart." At the next caution period, the offending driver will be penalized minus one position from the offending restart. If there is no caution for the remainder of the feature, the offending driver will be scored minus one position from the offending restart.

5.4. **RESTARTS:**

- 5.4.1. If 1 lap has NOT been completed, cars involved will retain position unless you go to the pit area. If so you restart at the rear.
- 5.4.2. If single file restarts are utilized, the leader must set and maintain his/her pace prior to reaching turn 2 when given the one to green instruction. All drivers behind leader must bunch up and maintain pace within ½ car length of the car ahead and must stay in a uniform single-file line until leader fires. No laying back, no brake-checking, no slowing before accelerating. The proper firing location for the race leader is anywhere between the center of turns 3 and 4 and the start line.
- 5.4.3. If dixie-style double file restarts are utilized, the leader will be in his/her own row. The 2nd place driver will be instructed nearing the one to green signal to choose his/her line. The 2nd place driver may choose inside or outside and must line up

in that respective position behind the leader. All remaining drivers must follow suit in outside criss-cross pattern:

- 5.4.3.1. If 2nd place chooses inside (row 1), 3rd moves outside row 1, 4th to inside row 2, 5th to outside row 2, 6th to inside row 3, 7th to outside row 3, etc.
  - 5.4.3.2. If 2nd place chooses outside (row 1), 3rd moves inside row 1, 4th to inside row 2, 5th to inside row 2, 6th to outside row 3, 7th to inside row 3, etc.
  - 5.4.3.3. The leader must set and maintain his/her pace prior to reaching turn 2 when given the one to green instruction. All drivers behind leader must bunch up and maintain pace within  $\frac{1}{2}$  car length of the car ahead and must stay in a uniform double-file line until leader fires. No laying back, no brake-checking, no slowing before accelerating. The proper firing location for the race leader is anywhere between the center of turns 3 and 4 and the start line.
  - 5.4.3.4. If dixie-style double file restarts are utilized at the beginning of the race night, race control has the sole discretion to revert to single file at any time for any reason.
- 5.5. Cars not responding to black flag or not getting in directed position in a timely manner will not be scored or paid.
  - 5.6. Once the green flag flies on an initial start or restart and the field is under green, any car(s) wishing to join or re-join the race will not be permitted to do so until the next caution period.
  - 5.7. Race will be official if time limit expires or laps are completed. Laps may be cut due to time limit. Feature timer will freeze under any red-flag condition.
  - 5.8. No driver communication devices are permitted except for raceceiver. Any person(s) found to be in possession of a radio capable of transmitting on the raceceiver radio frequency and/or is transmitting on the raceceiver frequency without expressed written consent of I-75 Raceway officials is subject to suspension from raceway property and a \$1,000 fine.
  - 5.9. WORKING RACECEIVERS ARE MANDATORY ANYTIME YOU ARE ON THE RACETRACK, PERIOD! This includes track packing, hotlaps, qualifying, or features. Raceceiver frequency is 454.0000. Fresh, fully charged batteries are recommended for your raceceiver. If you have issues, replace the battery. If you still have issues, replace the ear buds. If you still have issues, replace the raceceiver. Drivers without a working raceceiver will be sent to the pits.
  - 5.10. When race control is conducting the raceceiver check, all drivers are asked to keep their hands and arms inside the car at all times. When your car number is called, fully extend

your hand and arm above the roof of your car and wave so that race control can clearly see from the tower.

- 5.11. Any driver being charged with his/her's third (3rd) caution will be sent to the pit area.
- 5.12. If the race leader is approaching lap traffic, and the lap traffic has received the layover flag and has not moved for the race leader as directed and the race leader makes contact with the lap car and brings out the caution, the caution will be charged to the lap car, and the leader will retain the race lead. If the leader goes to the pits for any reason, the leader will fall to the rear of the field.
- 5.13. Pit boards, flashlights, and any other signaling devices are not permitted.
- 5.14. Intentional Wrecking: Any driver intentionally running into another car will be black flagged and disqualified for the remainder of the race night and will be subject to disciplinary action and will forfeit ALL monies earned that night.
- 5.15. Rough Driving: Rough Driving will not be tolerated. The general rule is car causing the caution will be moved to the rear of the field as directed by the race control. If there are cars that are more than one lap down, the cars involved will be moved AHEAD of the lap cars.
- 5.16. Non-incident contact between cars may subject either car to disciplinary action.
- 5.17. Any and all decisions of the officials in charge are FINAL.
- 5.18. Three (3) courtesy laps will be given for a flat tire incurred under caution, for feature only. The leader must maintain a cautious pace during the caution period. Once the car is in the area of their pits, the laps will begin counting. Once the leader comes to the line the 3rd time by, it will be one to go.
- 5.19. Fuel In all classes will be Gasoline or E-85 only. No alcohol, no nitrous oxide, no other fuel additives. Mod Lite will not be allowed to use E-85.
- 5.20. A driver may only enter to race in two classes per night with two separate cars. Driver will be required to buy a 2nd pit pass which will be withheld from the check for winnings earned at the end of the night.
- 5.21. Any disqualification at an event equals driver and car are done for the night.
- 5.22. Driver changes during a race night event MUST be approved by the race director, before said change is permitted. The race director will be responsible for informing the office officials of the change.
- 5.23. A driver cannot change cars after the start of any on-track session.
- 5.24. Weekly points will be paid to the driver only. Track will audit and post points during the race season and can be viewed on the website.
- 5.25. Track points are official.

- 5.26. All required forms must be executed before money will be released. All drivers or car owners must submit their W9 before money is released. The W9 must be completed fully and must be legible with payee's full mailing address and social security number clearly printed. The sign-in table must be informed if money goes to someone other than driver, and the sign-in table must be informed if this is changed.. No exception.
- 5.27. Personal vehicles: Other than those towing a race car will not be allowed in the pit area, with the exception of track officials.
- 5.28. Pit area parking etiquette: All race teams are asked to park within 4 feet of each other. This allows for plenty of room for all race teams to enjoy our facility and gives our teams plenty of room for their own needs as well. Any teams enjoying more than 4 feet of space will be subject to being required to move closer regardless of unloading progress.
- 5.29. ATVs are allowed in the pit area. All ATVs must adhere to all pit speed limits and safety regulations set forth by I-75 Raceway. Anyone operating an ATV outside these guidelines will forfeit their ATV privileges and said ATV will be impounded for the night.
- 5.30. It is the driver's responsibility to sign in for themselves.
- 5.31. Anyone entering the track (unless it's your time to race) for any reason will face suspension, fines, and/or disqualification.
- 5.32. Crew members are not permitted beyond the pit wall at any time for any reason.

## **6. PENALTIES**

- 6.1. Any driver or crew member that enters another driver's pit will be the aggressor. Drivers are responsible for their crew members' actions (see rule # 3.5).
- 6.2. If the Incident occurs away from either parties pit area, all members involved may be deemed the aggressor.
- 6.3. **Rough Driving**
  - 6.3.1. First offense (3 calendar months): Disqualified for the race night
  - 6.3.2. Second offense: Disqualified for the race night, 2 week suspension.
- 6.4. **Physical Contact**
  - 6.4.1. First offense (12 calendar months): Aggressor will be escorted from raceway property, disqualified, and fined \$250.
  - 6.4.2. Second offense: Aggressor will be escorted from raceway property, disqualified, suspended 2 weeks, and fined \$500.

7. Any person using abusive language or physically or verbally abusing any track official will be fined and suspended from raceway property. Please keep in mind this also applies to social media.
8. I-75 Raceway reserves the right to increase or decrease any penalties on a case-by-case basis, based on the severity of any incident(s).
9. Conclusion: Many calls made by officials during a race event are judgment calls and are made based on information at hand during the event. Judgment calls may not be appealed and are not subject to review or change after a race event. We're human, we all make mistakes, and we all learn from them.

**10. 2017 FIGHTING/MISCONDUCT PENALTIES, CONTINUED:**

- 10.1. For the 2017 racing season, I-75 Raceway has entered into an alliance with other East Tennessee racetracks - 411 Motor Speedway, Volunteer Speedway, Tazewell Speedway, Boyd's Speedway, Wartburg Speedway, and Crossville Speedway - regarding penalties assessed at the respective tracks pertaining to fighting and misconduct involving competitors; such as deliberately ramming into another race car either on-track or in the pit area.

Anyone/everyone (driver/crew member/fans) involved in an incident which results in violent physical contact (throwing punches/wrestling), will be suspended. The time-frame for a first offense is a minimum of two weeks, unless further time is deemed warranted (respective track's discretion). While you're under suspension you will be suspended by all alliance-participating tracks under this mutual agreement for the set amount of time handed out. In other words, you won't be permitted to race anywhere in East Tennessee.

If you enter someone else's pit and start a fight you're gone period and suspended. ... Each track will make a judgment call regarding individuals involved and suspensions. If a fight takes place away from both parties' pit area, everyone is considered guilty and will be suspended.

All tracks entered into the alliance related to fighting and misconduct hope to let it be known that physical violence will not be tolerated. Anyone/everyone (driver/crew member/fans) needs to seriously think before getting into any confrontations at tracks. Because anyone/everyone involved in fighting or misconduct will suffer the consequences (suspension/and possible monetary fines before once again being allowed to compete).

**11. PROTESTS**

**11.1. Procedures**

- 11.1.1. ONLY TOP 5 finishers in the feature event will be allowed to protest and must have finished on the lead lap.

- 11.1.2. Protesting driver must lodge protest before leaving the scales after the feature event. Money must be paid in cash at that time. No exception.
- 11.1.3. Protesting driver must state on paper the exact part that is being protested.
- 11.1.4. A protested driver may counter protest.
- 11.1.5. Any Driver that refuses to tear down will be deemed Illegal, and will forfeit all monies and points for that event, also said Driver will start at the rear of the field in the next event they compete in at I-75 Raceway.
- 11.1.6. During a protest and/or tear down, all technical specifications will be inspected and enforced.
- 11.1.7. Only two representatives from each team involved will be allowed in the tech area only, unless granted permission by the race director.
- 11.1.8. Tear down will take place during the night of the event. All monies will be held until tear down is completed.
- 11.1.9. Crate Motors must be SEALED. GM, NeSmith, or Fastrak. Any other seals, call the track in advance for specification. All crate motors will be teched by the GM Tech Manual. Sportsman is exempt.

## 11.2. **Protest Fees**

### 11.2.1. Limited Late Models (open/spec engines)

- 11.2.1.1. \$600.00: Complete Teardown - Intake to Oil Pan.
- 11.2.1.2. \$400.00: Remove 1 Head - Check Head, Bore, Stroke.
- 11.2.1.3. \$150.00: Cubic inch (P&G).
- 11.2.1.4. Track retains 30%.

### 11.2.2. Limited Late Model (602/604/CT525 crates)

- 11.2.2.1. Will go by the 2015 Nesmith or Fastrak weekly Protest Rules.
- 11.2.2.2. These can be found at [www.nesmithracing.com](http://www.nesmithracing.com) or [Fastrakracing.com](http://Fastrakracing.com).
- 11.2.2.3. Track retains 30%.

### 11.2.3. Sportsman

- 11.2.3.1. \$600.00: Complete Tear down - Intake to Oil Pan.
- 11.2.3.2. \$400.00: Remove 1 Head - Check Head, Bore and Stroke, Valves and Head.

11.2.3.3. \$150.00: Cubic Inch (P&G) .

11.2.3.4. Track retains 30%.

11.2.4. *B-Hobby*

11.2.4.1. \$500.00 Complete Tear down: Intake to Oil Pan.

11.2.4.2. \$300.00 Remove 1 Head: Check Head, Bore and Stroke, Valves and Head.

11.2.4.3. \$150.00 Remove 1 Head: CC Head & Check Valve Size.

11.2.4.4. \$150.00 Cubic Inch (P&G).

11.2.4.5. Track retains 30%.

11.2.5. *Four Cylinder*

11.2.5.1. 400.00 Complete Tear down: Intake to Oil Pan.

11.2.5.2. 250.00 Pull Head.

11.2.5.3. 50.00 Pull Valve Cover.

11.2.5.4. Track retains 30%.

11.2.6. *Front Wheel Drive & Thunder Classes*

11.2.6.1. 400.00 Complete Tear down: Intake to Oil Pan.

11.2.6.2. 250.00 Pull Head.

11.2.6.3. 50.00 Pull Valve Cover.

11.2.6.4. Front Wheel Drive must have Haynes or Chilton Manual for tear down.

11.2.6.5. Track retains 30%.

11.3. *Visual Protest*

11.3.1. \$50.00 - Visual protest allowed only AFTER heat race or before features only.

**12. SAFETY**

12.1. Safety Equipment: This is minimum acceptable equipment, all cars in all divisions.

12.2. All Cars must have protective windshield bars in front of driver.

12.3. All cars must have a working and charged fire extinguisher that is securely mounted.

- 12.4. All cars must have an emergency electrical cut-off switch installed and located within reach of belted-in driver AND track officials standing outside the car.
- 12.5. Rollover Protection: Four point full roll cage, welded to mainframe walls or minimum 4" x 4" 3/16" thickness steel pads continuously welded to main unibody floor structure at strongest points. Roll cage is required unless specified by division rules.
- 12.6. Main hoop behind driver must have lateral bar positioned at approximately driver shoulder height when normally seated for attachment of shoulder harness hardware. Main hoop must be X braced. Forward uprights must be laterally braced at dash level and at top of windshield area. Driver's side of roll cage opening must have minimum of three (3) parallel protective bars with at least six (6) inches of vertical spacing. Horizontal bars must be braced vertically between courses at minimum intervals of 12 inches. Roll cage opening opposite driver must have minimum, full X bracing. Main roll cage structure must tie to front and rear fabricated frame clips, as utilized. Top opening of roll cage must be X braced. All roll cage members must be minimum 1.50 inch outside diameter, 095 inch wall thickness DOM steel tubing.
- 12.7. Driver Restraints: Five Point, minimum three (3) inch wide, designed for racing harness required with quick-release fasteners. Restraints must be secured to roll cage members and/or frame rails, not to floor. Restraints must be maintained free of fraying or dry cracking and are subject to periodic approval inspection. Driver restraints maximum 3 years old. Window Nets are recommended.
- 12.8. Seat: Designed for Racing steel or aluminum types are required. No fiberglass seats. Seat must mount securely to roll cage structure.
- 12.9. Fuel Cell: All fuel cells MUST be mounted inside a 20-gauge metal box supported by two (2) 1/8 x 2" steel straps mounted inside the protective structure of the vehicle.
- 12.10. Firewalls: All cars must have metal firewalls between driver's compartment and engine and driver's compartment and fuel cell.
- 12.11. Drive shaft loops: All cars must be equipped with a drive shaft retaining loop (1/4inch x 2.0 inch minimum size) mounted approximately 12 inch rearward of the transmission so drive shaft cannot fall in case of front u-joint failure. A second, rearward mounted drive shaft loop is highly recommended unless specified in division rules. Drive shafts must be painted white.
- 12.12. Electrical: No electric fuel pumps allowed unless specifically permitted by rules for a division. Battery must be mounted securely in support frame and be covered to prevent spillage. Traction control devices, whether electrically or mechanically engaged, are strictly prohibited.
- 12.13. Weight: Ballast weight must be painted white with car number on weight. Must be secured with bolts and locknuts. Any car losing ballast weight on the track may be disqualified from said event and fined \$1 per pound of ballast weight lost. Track officials have the right at any time to inspect ballast weight on any car.

- 12.14. Drivers Safety Equipment Required (Not optional) Full Coverage USFI Standard or Snell 90 Approved Helmet. One or Two piece minimum single layer Nomex (or equivalent) driver suit. Fire retardant Boots/Shoes. Fire retardant gloves.

**13. RAINOUT POLICY**

- 13.1. Each rainout situation will require a different solution to satisfy all parties. Therefore, we will handle rainouts on a case-by-case basis.

**14. DISCLAIMER**

- 14.1. Infractions of rules set forth in this complete document, whether regarding conduct and deportment or technical specifications, subject the offender to (a) disqualification from an event(b) loss of points and or monies and(c) suspension from subsequent competition for a period to be determined by representatives of I-75 Raceway. I-75 Raceway reserves the right to change and or amend any rule set forth at any time without notice. I-75 Raceway reserves the right to reject entry to anyone.
- 14.2. I-75 Raceway Inc. reserves the right to adjust, and modify these rules at any given time.