

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 expressed or implied warranty of safety shall result from the publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate 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 alterations of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

On occasion when situations arise that are not covered by written rules, special rulings may be put into effect by the track officials. Once such rulings are acted upon, they become an act of policy and will be added to the existing rules of procedures.

The Management, Lawrenceburg Speedway

Lawrenceburg Speedway is private property. Spectators and participants are welcome to attend the activities at the facility for entertainment purposes, but the track reserves the right to remove person(s) causing a disturbance or interference with the entertainment on said property.

Any rules questions or inquiries must be submitted in writing through the Lawrenceburg Speedway online contact form.

General Conduct: Lawrenceburg Speedway strives to promote a fun, family friendly facility. All patrons (fans, drivers, crew members, sponsors, etc.) are held to our code of conduct. NO fighting/unsportsmanlike-like conduct/verbal abuse/profanity outburst, or unprofessional displays will be tolerated at any point on the property towards or in front of any Lawrenceburg Speedway staff member. Fines and/or suspension as well as possible removal from the property and forfeiture of ticket will be levied if necessary to any situation.

Any participant or car owner, whom, at the judgment of our Race Director, Promoter, Advisory Committee is guilty of conduct detrimental to racing and/or specifically Lawrenceburg Speedway on or off the track, may be suspended and or fined by Lawrenceburg Speedway.

A. This includes but is not limited to:

- a. Media Interviews
- b. On-Site Interviews
- c. Online Articles & Message Boards
- d. Social Media (all outlets)

Specifically prohibited behaviors include but are not limited to: Sexually explicit, profane, lewd, indecent, illegal, or defamatory language/actions in any regards towards Lawrenceburg Speedway or a representative of Lawrenceburg Speedway/STM Motorsports Inc. (including but not limited to all staff, officials, contractors, & fellow participants)

Derogatory language regarding personnel or other participants. Comments designed to harass or bully anyone involved: Nude, sexually-oriented, or indecent photos, images or altered pictures.(in regards to those associated with Lawrenceburg Speedway as a participant, car owner, staff, contractor, or official)

Age Restrictions: All racers must be at least 14 years of age to race.

PIT REGULATIONS:

A person must be able to print and sign his or her own name on the required waiver to enter the pit area.

Pit bikes, quads and other vehicles used by race teams will be required to have their car number displayed on each vehicle. If vehicle is reckless or caught speeding the race team with that vehicle will be asked to leave the facilities without refund.

We do not allow drop-offs to the pit area. Any patron that is asking to enter the pit area must purchase a pit pass and/or parking permit for a non-towing vehicle. If you forget something, it is your responsibility to make arrangements to meet that patron at the pit gate.

Armbands must be worn at all times. Failure to do so will result in the purchase of another pit pass.

No baby strollers in the pit area.

No pets in the pit area.

Every person who enters the pit and racing area, or participates in competition sanctioned or promoted by Lawrenceburg Speedway does acknowledge, represent, and warrant that he or she has read, understands, and agrees to abide by the rules in their entirety. Ignorance will not be tolerated as an excuse. Application or permission to participate or enter the grounds shall constitute acceptance of the same. Drivers/owners are urged to share these rules with their crew members. These rules are effective upon publication by Lawrenceburg Speedway, regardless of when a person is subject to the rules or receives actual notice of the rule(s).

Drivers are independent contractors assuming all responsibility for money received as a result of their activities including but not limited to income taxes, FICA, other withheld taxes, and workman's compensation. Drivers/owners are not employees of Lawrenceburg Speedway.

Drivers agree that themselves, heirs, and assigns will be entitled to the benefits of the competitor accident policy procured by Lawrenceburg Speedway for accidental injuries or death, which are the results of external, violent, and visible means sustained in speedway activities.

The competitor accident policy shall constitute the limit of liability of Lawrenceburg Speedway for such injuries occurring to the driver in speedway activities, and driver unconditionally release and indemnify Lawrenceburg Speedway, regardless of the nature of injury or death.

All persons entering the pit area must read, understand, and sign the Release and Waiver Liability, Assumption of Risk, and Indemnity Agreement. Drivers/owners are urged to share the attached release with all crew members so that they fully understand what they are signing at each event.

In consideration of entering into any of the scheduled events, drivers, car owners, pit-people or agents, agree to permit Lawrenceburg Speedway and its assigned, the use of their names and pictures and picture of the car for advertising and publicity before and after any event, and to relinquish all rights to any photos or sell the same.

Drivers must be at least 14 years of age. Those under the age of 18 must sign the Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement at each race event.

Drivers will be paid by check for each night's racing activities. Earnings may be picked up after each feature event at the pay window located at the pit concession.

Lawrenceburg Speedway reserves the right to inspect all vehicles and trailers entering the pit area.

COOLERS:

No alcoholic beverages or glass containers allowed in the pit area at any time. Coolers will not exceed 14" and Lawrenceburg Speedway security personnel will check the contents at the gate. Please be cooperative with allowing them to check any coolers inside your vehicle.

DUMPING:

Anyone caught dumping, or if it can be proven that they have dumped, anything that is environmentally unsafe, such as oil or tires, will be barred for ONE year, will incur a fine of \$500.00, will lose all winnings and points for the season and will be responsible for the cost of any environmental clean-up.

When in the pit area, it is your responsibility to maintain a constant watch for your own protection.

INSPECTION:

The promoter and/or track officials reserve the right to reject any car and/or driver without recourse. Only suitable cars will be approved for competition. All cars and drivers are subject to inspection at any time by tech inspector and/or promoter. No car deemed unsafe or illegal by a track official or tech inspector will be allowed on the track at any time. If a car has been found illegal, upon his next visit to the speedway, the car will be teched prior to the racing events.

It is your responsibility to know and understand the rules before you participate.

Cars that do not pass inspection or those that do not meet minimum requirements set by the track and/or tech inspector will not be able to compete, NO REFUNDS will be given, and any points and monies earned that night will be forfeited.

No mirrors, radios, cameras of any kind, or communication equipment allowed. No on-board computers, or any computer adjustable devices allowed.

Mufflers are required in all classes.

Courtesy Rule. Any car from another track with minor rule differences may at MANAGEMENT'S DISCRETION race on that night, but will be notified of any modifications and will have to be legal on the next visit to the track. The exception to this will be safety specifications which will have no grace period.

Arguing Calls. No one is allowed to argue any call with Track Officials while a race is in progress. Calls will be made at the best of the Official's abilities, and calls will not be changed. Abusive or improper language by anyone will not be tolerated at Lawrenceburg Speedway. Any type of physical assault towards anyone may result in arrest by the Police. NO fighting/unsportsmanlike-like conduct/verbal abuse, or unprofessional displays will be tolerated. Fines and/or suspension will be levied if necessary to any situation.

The driver and owner assumes responsibility for all actions of pit crew, sponsors, and themselves at all times and shall be the sole spokespersons for the car and crew in any and all matters pertaining to the race and with officials in charge. If the driver is also the owner, only he/she will be the sole spokesperson.

Anyone leaving his or her pit area to go to another pit area to cause a disturbance may be suspended by track management for whatever period of time is deemed necessary.

Firearms and any type of weapons are absolutely prohibited at all times on the ground of Lawrenceburg Speedway, as the facility is private property. At any time, the display of any type of weapon or threat of bodily harm may result in permanent suspension and arrest.

Any driver committing unnecessary contact, harassment, or using any driving tactic that is considered dangerous by the flagman or track official will be deemed rough driving. This rule applies to hot laps, preliminary events, and features. Reprimands for rough driving are covered in the Rules of Procedures.

Absolutely no fighting for any reason. Drivers, owners, crew members, etc. fighting will be subject to a suspension.

No person signing into the pit area shall drink intoxicants and/or use narcotics during a racing event. Any driver or crew member who arrives at Lawrenceburg Speedway under the influence of intoxicants and/or narcotics will be denied participation in the events of that day. No exception to the rule. Lawrenceburg Speedway reserves the right to check teams' hauler, trailer, or race car for narcotics and/or intoxicants at any time. Any participant suspected of narcotic and/or intoxicant use may be subject to testing. Refusal of testing may result in expulsion or suspension from Lawrenceburg Speedway. Any injured competitor that was determined to be legally intoxicated will result in a denial of insurance benefits.

No driver, car owner, or crew member will have any claim for damages or expenses against the promoter or any track official by reasons of disqualification, damages to the car, or injuries to the driver. All parties agree that the track grounds are considered safe if they take part in the event. It is the duty of all drivers, car owners, and crew members to bring to the attention of track officials any unsafe equipment, practices, or any rules infraction of any car or driver. The driver further acknowledges that the driver is aware that auto racing involves risks and that by competing in an event, the driver assumes these risks with full awareness and knowledge.

No public address interviews, display of signs, or paintings on racecars that use obscenity or profanity, or are considered in bad taste by track officials.

All drivers must have full fire suit and driving gloves.

Helmets must meet ANSI Specifications.

Five point racing harness required. Belts are subject to inspection at any time.

Sprint Cars will not be pushed off unless the driver is wearing a helmet and are fully suited-the same goes for any car under power.

Excessive speeding in the pit area will not be tolerated and will be subject to a fine.

Owners of the ATV's are responsible for their use and all injuries that could occur. ATV's are not permitted in the grandstand area. Speeding or reckless driving will not be tolerated!

All required emergency personnel and flagman must be present before hot laps or competition takes place on the track.

All drivers are required at any time to submit to a physical examination whenever requested by Lawrenceburg Speedway officials.

Any injured or suspended driver or team member shall not participate in any event without approval of Lawrenceburg Speedway officials. Lawrenceburg Speedway officials have the right to request a doctor's release at any time.

The score booth and flag stand are off limits to drivers, owners, crew and/or family members and to the general public.

Rough driving and/or unsportsmanlike conduct interactions are subject to penalties and/or disqualification to be determined by Lawrenceburg Speedway officials. This rule includes anyone connected with the car and includes conduct on and off the track.

LINE-UP PROCEDURES: - PILL DRAW

A car representatives will draw a pill for heat race line-ups. The car must be in the pits when the pill is drawn. Pill cut off will be 5:30p.m. Any late arrivals not pulling a pill will start at the rear of the heats in a first come, first served manner. If a car(s) misses the heat races, he or she will start at the tail of the consy or feature.

Cars are ranked in order by the pill that they draw, from lowest to highest.

Line-ups will be posted on the pit board. It is each driver's responsibility to be in line on time. Track officials will not come looking for you. Please line yourself up for your event. Cars will enter the line-up area as directed by the line-up officials. Cars should enter the speedway at a slow and steady pace double file (with the exception of the sprint cars) so that we can go green the next lap.

Please note that the Lawrenceburg Speedway lineup is used only for regular nights of racing. Any race event run by any sanctioning body, such as USAC, High Limit Series, NALM, etc. uses their own system for determining their starting lineups.

QUALIFYING HEAT RACES:

The Race Director will determine the number of qualifying heats to be run for the evening. Cars are then placed in order for the heat races, with the lowest pill number earning the pole for the first heat, second lowest outside pole for first heat, and so on. This is done until each car has a starting berth in a heat race. Cars arriving late may or may not account for changes, at the discretion of the race director.

TRANSFERRING POSITIONS TO THE FEATURE:

If the car count is under 20, all cars will qualify for the feature race. If the car count is just over 20, by management discretion all cars may be allowed to start the feature without requiring a Last Chance Race.

WHEN THE HEAT RACES ARE RUN, the race director will determine the official finishing order. A specified number of the top finishers will transfer to the feature race, with the remainder of finishers placed into one or more last chance races. Last chance races will be lined up in straight up order, according to the heat race finishes.

WHEEL PACKING:

All sprint cars must participate in wheel packing if called on to do so. If failure to do so, subject to no hot laps.

ON TRACK RULES/PROCEDURES:

Safety lights and flags are to be obeyed at all times and strictly enforced.

No passing the pace car what so ever. Doing so will result in going to the tail of the field. If you are

already scheduled to be on the tail then the driver will be charged with one caution.

INITIAL START: - PACE:

The pace to be used for all starts and restarts will be set by the leader, and shall be at the pace car or pace truck speed. Cars must stay in order and side-by-side. The pace may not be too fast or too slow, as determined by track officials. A leader who sets a pace that is too slow or too fast may be sent to the tail of the field.

GREEN FLAG:

All original starts in turn four at the orange cone or chalk line. The race is officially started when the flagman waves the green flag. Any car(s) caught passing before the green flag will be penalized as many places as cars passed at the next caution or end of the race whichever comes first.

Alternate car(s) may be added to the feature field if the initial green flag has not been waved. No car(s) will be added to the feature field once the green flag is waved.

To receive any monetary awards you must take the green flag for that race. In other words you will not be paid simply because qualified for a race.

YELLOW FLAG:

If at any time you stop on the track or cause a yellow, you will be sent to the tail. Once you have caused TWO yellows or red flags, or any combination of the two, in the same event, you will be black-flagged. A yellow will not be thrown for any car safely sitting off the track-racing surface. (Inside the tires)

When a yellow flag is waved, all drivers will slow down, and remain in position. There will be absolutely NO racing to the yellow flag. Anybody caught racing to the yellow will be put to the tail. Track Officials will put you back in to your proper order. If a yellow flag waves and no laps have been completed, it will be a complete restart in double file order. If you spin and continue, and the yellow is thrown for you, you will go to the tail of the field.

A complete lap is considered completed when all the cars cross the finish line. It is the scorers discretion to have a complete lap scored if all of the field has completed a lap except the car or last 2 cars on the tail of the field that are the cause of the caution. Form a single line, nose to tail and do not race. Officials will correct the lineup when they receive it from the scorers. Remember that scorers go back to the previous lap completed.

RESTARTS:

All restarts will be single-file with the cone on the front stretch. Drivers must stay in single file order, strictly nose to tail and may not pass until they pass the cone.

All cars must go to the right of the cone at all times. Anyone hitting the cone will receive a TWO position penalty at the end of the race or the next caution. Any car going to the left of the cone under acceleration will go to the tail.

If you spin out and bring out 2 yellows you will be disqualified. More than 2 yellows or reds will also disqualify you.

JUMPING ON STARTS AND RESTARTS: - ZERO TOLERANCE!

The leader or leaders will bring the field to a designated spot (pylon, white line, etc.) on the track at a moderate pace (nose to tail). When this spot is reached the leader or leaders must accelerate. The remainder of the field must do so also. If either front row car jumps the start that car will be moved back to the next row and the car in second row will be moved to the front row. If you do not comply with the penalty, you will be black flagged and disqualified from that race.

If you are not in the line-up chute when the race goes on the track, you will start the tail. If the one lap signal has been given, (or the lights are out) you are not allowed to enter the track. All starts will be double file and will receive the green flag at the cone in turn 4. Restarts will constitute a single line formation so that race officials can correct the lineup as given to them by the scorers. The leader of the race will start all restarts at the cone on the front stretch. Any car going below the cone prior to the start, unless directed by an official, will be sent to the tail. Race line-ups will be posted in advance in which you will be responsible to know which races you will be starting in and your starting position. Failure of any driver to get into you designated position or to allow another driver into their designated position as directed by track officials will result in a black flag.

DRIVER REMINDER:

Drivers should exercise patience on the race track. Driver should respect the other drivers on the track. Please realize that nobody wants unnecessary and unneeded damage to their cars.

Cars black-flagged for blatant behavior such as rough driving, failure to obey officials, deliberately trying to stop the event, etc. will be disqualified and will receive the finishing position, pay, and points for last place of that race. These above infractions will not be tolerated at any time, no exception.

Any Disorderly conduct from driver or crew member toward any driver or track official will be disqualified for the remainder of the night. Second offense will be disqualified for the remainder of the year.

Any driver who stops on the track to protest will be disqualified.

If a driver's car comes to a stop at any time on the track, the said driver will go to the rear. If a driver has been stopped by an official or if driver stops by an official for safety reasons (loose seat belts, debris on track, etc.), driver will retain their position. Exception: If a driver stops prior to the start of an event said driver will retain starting position.

CAUTION CARS:

Any car that is ruled by Track Officials as causing a caution on any lap will go to the rear of the field. Any car that stops on the track during a caution will be placed on the tail of the field. The call on the caution cars will be a mutual agreement between the Flagman, Spotters, and the Race Director. These will be judgment calls made by our Officials. Please be assured that the Officials will rule on these consistently as possible. Do not expect to get your position back, unless official determination is made otherwise.

DRIVER EXITING CAR:

Any driver who gets out of their car or unbuckles during a caution or red flag or any time while on the track, period, is finished for the race. Drivers can only unbuckle in the event of a fire or when told to do so by track officials. Track Officials or safety crew members can advise drivers of any damage to their cars, but can do no work on the cars. The driver must stay with the car, as it is towed back to the pits. Any driver leaving their race car to argue with officials or competitors will be subject to disqualification and/or suspension.

LAPPED CARS:

Lapped cars are responsible for holding their line in all races all the way around the track. If you run high stay high, if you are running low stay low.

RED FLAG:

Under red flag conditions, all drivers must stop as quickly and safely as possible. Do not drive through the accident scene! Emergency and pit entrances of the track cannot be blocked.

Emergency personnel need to get to the accident scene as quickly as possible.

Red flag conditions, closed red – clean-up time will be minimal. No one is permitted on the track. Drivers are to remain in their cars.

No one is allowed on the racing surface during the race under caution. In the event of a wreck ONLY emergency personnel and speedway officials are allowed on the track. Any crew member, family member, or spectators entering the track will be subject to suspension. All of this is in the interest of safety. While we realize the concerns involved during a wreck we provide the best care possible and will summon any family members, crew members, etc. when necessary.

WORK ON CARS:

There will be no working on cars on the track. An official may check a car for safety reasons. Any car going to the pits must remain in the pits for the duration of that event.

DAMAGE TO CARS:

If you are involved in an accident and you have a part that is about to come off, we will attempt to remove the part or adjust your sheet metal or tubing so you can continue to race. If we cannot remove or adjust the part within a very short period of time and without the assistance of tools or excessive force, you will be requested to leave the track.

SWITCHING CARS:

If driver does not make the race in his/her own car, he can start the race in a qualified car but must start from the tail. During the race no switching of cars will be allowed. If you qualify two cars you automatically scratch your first time. Inform one of the officials if you are switching cars. No switching of cars will be permitted during a race.

Alternate car(s) may be added to the feature field if the initial green flag has not been waved. No car(s) will be added to the feature field once the green flag is waved.

To receive any monetary awards you must take the green flag for that race. In other words you will not be paid simply because qualified for a race.

WEIGHING:

Under no circumstances will a driver drive by or stop at his/her trailer before weighing after any race. The amount of cars that will be weighed from each race will be announced at the drivers meeting. You must drive directly to the scales without stopping and line up for weighing. NO EXCEPTIONS. Failure to do so will disqualify you for the race.

TIME LIMITS:

To expedite the racing program the following time restraints will be put in place. Race time limits of one min. per lap such as 10 laps or 10 min. will be used in all classes. Red flag time is not counted against the time limit. If the time limit is reached under the yellow flag, the race will be restarted one final time. When a time limit has been reached, cars will be scored as to where they would have lined up on a restart. This system will be used on all heats and c, or b mains.

LAP DEFINITION:

A lap is considered a lap when the leader has passed the flag stand. Once the yellow or red light is displayed, all scoring stops. Do not race back to the flag stand. The remainder of the field will be filled in from the last completed lap.

RACE SCORING:

All scoring will be done at the start/finish line. Results and decisions will be made by scorers and/or track officials. No videos, pictures, etc. will be used to make rulings.

No participant shall subject a scorer or any track official to verbal or physical abuse or improper language at any time. The driver/owner assumes responsibility for the actions of their crew and themselves.

Only the driver or car owner as designated pit registration form may file a scoring or race protest. All protests will be filed with the pit steward. The driver or car owner will have five minutes after the results have been posted to file a protest.

Any driver, owner, or pit crew member entering the scoring tower or flag stand will be suspended for a minimum of one week and may disqualify the car and/or driver for a minimum of one week of racing, at the discretion of Lawrenceburg Speedway.

All disputes will be handled in a professional way. The driver and/or car owner should present himself in a positive manner – one that is acceptable by those he or she represents, and those who are nearby. At no time will drivers and/or owners be permitted to discuss race or scoring protests or disputes in the grandstand area.

The promoter, flagman, and track officials will enforce the rules of procedures and conduct, and determine sanctions.

EXITING THE TRACK:

If more than one car exits the race on the same lap, their finish will be determined by their last completed lap.

MEANING OF THE FLAGS:

GREEN FLAG – The race officially begins or signals a restart after a caution or red flag period.

YELLOW FLAG – Drivers must reduce speed and maintain position.

RED FLAG – Slow immediately and come to a complete stop.

BLACK FLAG – Disqualification/consultation, driver must proceed to the pits.

BLUE FLAG – Leaders approaching, slower car is to give lapping car consideration.

WHITE FLAG – One lap remaining in the event.

CHECKERED FLAG – Race is officially complete, race leader is declared the winner.

FINALITY OF DECISIONS AND INTERPRETATIONS AND COVENANT NOT TO SUE:

The decisions of Lawrenceburg Speedway officials or promoter at an event, including the interpretation and application of rules and the scoring of positions, shall be FINAL, BINDING, and NON-APPEALABLE, except in the case of a suspension or fine, which is further explained in the SUSPENSIONS/FINES & APPEALS category.

All participants, as a condition of participating in an event, agree that ALL decisions of officials or the promoter, regarding the interpretation and application of the rules, and the scoring of positions, shall be NON-LITIGABLE. All participants further covenant and agree that they will NOT initiate any of legal action against Lawrenceburg Speedway, the promoter, and officials to challenge such decision, to seek monetary damages, to seek injunctive relief, or to seek any kind of legal remedy. If a participant pursues any such legal action, which violates this provision, then the participant and/or owner expressly agrees to reimburse Lawrenceburg Speedway for ALL of its ATTORNEY FEES and COSTS IN DEFENDING AGAINST SUCH LEGAL ACTION.

SUSPENSIONS/FINES & APPEALS PROCESS:

Lawrenceburg Speedway will determine any and all suspensions/fines that are covered in the rules and procedures and any violation that may come up during the year. Lawrenceburg Speedway will make judgment on the sanctions and violator(s) will be sent official notice by a certified letter, return receipt requested.

The violator(s) will have the opportunity to appeal his or her sanction and must do so in writing accompanied by an relevant documentation within three days of being notified of the violation. Lawrenceburg Speedway then will set a date and time for the hearing. The violator will present his case to Lawrenceburg Speedway. Following the appeal hearing with the violator, Lawrenceburg Speedway will conduct further follow-ups, meetings, hearings, etc. with any other necessary party. Judgment then will be rendered to the violator by a certified letter, return receipt.

RAIN OUTS/CANCELLATIONS/UNCOMPLETED EVENTS:

Track officials may cancel a race if dangerous or unsafe conditions arise. If the race is called because of an accident or weather, the payoff will be based on the last completed green flag lap. All cars involved in the final caution will be scored at the end of the last completed lap. For the race to be considered official, at least 50% of the scheduled number of laps must have been completed.

If all of the preliminary races or part of the features have been completed and the weather forces the program to be cancelled, there will be no "rainout". Make-up features will be run in the subsequent nights, if possible, and no new cars will be added to the field. Also, if all of the preliminaries are completed on day one of a two-day show, no new cars will be able to compete on the second day in a consy or feature, unless they were in the pit area on the first day.

If the races are cancelled prior to the completion of all of the preliminary events, a "rain out" will be declared. Your tickets will be good for any race remainder of the year (excluding High Limit Series events or Night of Destruction) at face value. If an increased admission event occurs in one of the following weeks, you may use your rain check and pay the difference. No refunds will be given for the difference in the ticket prices in either case.

Exception: If feature event(s) is/are cancelled and the show has been considered a complete show, and no rain date will be utilized, the total feature purse may be split equally among the qualified drivers, if 50% or more of the feature has not been completed. Officials also reserves the right to choose a scenario that best fits the interest of Lawrenceburg Speedway, which may or may not include a make-up night or refunding of all gate receipts.

LAWRENCEBURG SPEEDWAY POINTS SYSTEM**POINTS WILL BE AWARDED TO DRIVERS ONLY**

Drivers will earn show up, heat race, and feature points. Points are awarded in the following fashion.

HEAT & POINTS

1st – 25pts.

2nd – 20pts.

3rd – 15pts.

4th – 10pts.

All heat race starters – 5pts.

A car that does not start a heat race will not earn heat points.

FEATURE POINTS

1ST – 150 11TH - 80
2ND – 140 12TH - 75
3RD – 130 13TH - 70
4TH – 120 14TH - 65
5TH – 110 15TH - 60
6TH – 105 16TH – 55
7TH – 100 17TH - 50
8TH – 95 18TH - 45
9TH – 90 19TH - 40
10TH - 85 20TH – 35

Cars failing to qualify for the main event will earn 50 points.

CANCELLATION PROVISION:

Points will be awarded if a racing program is rained out after it has started. All cars that are registered with the Race Director for competition on that night will receive 50 points. If all of a divisions heat races are completed, the heat race points will also be awarded.

TIE-BREAKER:

If a tie-breaker in points is needed to determine a starting position, the tie-breaker will be the best feature finish or finishes.

ANY SITUATION THAT ARISES THAT IS NOT COVERED WILL BE DETERMINED BY THE PROMOTOR OR RACE DIRECTOR

2024 PURE STOCK RULES & REGULATIONS

The pure stock class is a racing division focused on family participation and is based on rules that will accommodate lower cost and competition. All cars will be subject to re-inspection at any time and if found illegal will forfeit all money and points for that evening. The intent of all rules in this decision is for the safety of all participants. The rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury, death to a participant, spectator, or officials.

Raceivers are required in all classes.

Chassis & Body Rules:

1. The pure stock cars must have a minimum of 106" wheelbase, full framed car. No shortening of factory wheelbase. Rear wheel drive cars only. Uni-body cars must tie frames together with 2" box tubing, and roll cage must be welded to tubing added to frame.
2. Stock appearing steel or aluminum body panels only. Fenders, doors, and quarter panels must remain as close as possible to original body lines. No skirting or body panels lower than stock. After market plastic nose and tail pieces allowed.
3. Body should be no wider than factory measurement. Max rear deck height is 40".3. Maximum aluminum roof: 50' wide, 55" long. A max of 2" of roof rake will be allowed. Sail panels max top width 26" top 37" bottom
4. Hole in hood for air filter ok. Hood scoops ok.
5. The car must have steel floorboards, and full fire walls in stock location. Fabricating of fire walls ok, must be steel. Patching of rust holes is mandatory. Fire wall must run frame rail to frame rail.
6. All chrome must be removed inside and out on body of car. Numbers must appear visible on both doors and roof of car minimum 18".
7. No frame changes. Seat must be mounted a minimum of 30" in front of center of rear axle to point where shoulder harness goes through the seat.
8. Doors must be welded, chained, or bolted shut.
9. Competition type 4 point cage mandatory with a minimum of 3 bars in driver's door and 2 bars in passenger door. Roll cage is permitted to have brace bars extending through firewall.
10. Three bars are required in windshield area for driver protection. Four point shoulder harness, racing seat, and fuel cell are required. No outside rub bars allowed. 2" straps are required in the mounting of the fuel cells.
11. Stock bumpers front and rear, a hoop is allowed on front and rear bumper. Support braces to front hoop can be ran to frame but must be within 1" proceeding no further back than the radiator. Rear hoop can be braced inside trunk to frame. Bumper ends may be cut, but must be capped. No hoops extending past bumpers. The rear of the car needs to be closed in and aftermarket bumpers (front and rear) need to be closed in.
12. No mirrors allowed, No Adjustable Brakes.
13. Two driveshaft hoops are mandatory. Drive shafts are to be painted white.
14. If battery is in drivers compartment it must be enclosed in a marine type box with a lid
15. All weights must be painted white. Weight must be mounted with two bolts to the frame or roll cage, not on top of roll cage or on rear bumper
16. Spoilers Allowed on Trunk only: 8" Max: Side supports may be 15" long from the bottom forward, 2" high in front.

Suspension:

1. All suspension parts must remain in **stock location**. Racing springs are allowed. Weight jacks on rear only. Adjustable spring spacers allowed on front only
2. Racing shocks are allowed, but shocks may be claimed at any time for \$100.00 per shock. Claim will be done with track pit steward. If driver refuses to sell shock he will lose his money and points for that night. Only one shock per wheel.
3. Aftermarket upper A-frames with no modifications allowed. No aftermarket lower Aframes. No altering of stock A-frames. Rubber or steel bushings only. No heim ends or mono balls. Stock OEM ball joints only. Ball joints must match make and model of chassis. Stock OEM spindles and three-piece spindles allowed. All steering parts must be steel and stock OEM or stock OEM replacement. No aftermarket center links. No aftermarket tie rods. NO heim ends.
4. On leaf spring cars, stock spring and stock length spring. ADJUSTABLE SHACKLES ARE PERMITTED. NO lowering blocks. No sliders on rear end or leafspring.
5. Stock, steel brake calipers only. No aluminum calipers. No dual piston calipers. Stock steel front hubs only. Rotor and hub must be 1 piece and made of steel. No aluminum front hubs. No bolt on front rotors. Aluminum rear hubs OK. Bolt on rear rotors OK. No Scalloped, drilled, or veined rotors allowed.
6. Tubular Trailing Arms allowed but must be stock length of the vehicle. I. E. Upper length 11 ¼" inches center of bolt hole to center of bolt hole. Lower length 19 ½" inches center of bolt hole to center of bolt hole.

Transmissions & Rear-Ends:

1. Transmission and rear-end must be stock for make and model of car. Ex.GM, to GM Ford to Ford-Mopar to Mopar. Front A arms and trailing arms must use stock rubber bushings.
2. Transmissions: Automatic:
 - a. Automatic transmission must retain torque converter. No in-out boxes
 - b. Transmission must be in an OEM or OEM replacement case.
3. Manual:
 - a. Any manual-type transmission must be in an OEM or OEM replacement case.
 - b. For manual type applications only, an external steel and/or aluminum, single or multi-disc clutch inside an explosion proof steel bell housing will be permitted. The bell housing must be a minimum 270 degrees around top of clutch/flywheel area. No couplers.
 - c. Bert/Brinn after-market type racing transmissions will be permitted
4. Must start under own power. Starter must be mounted to the block. Must idle in all gears, Tech official has the right to drive any car to check the transmission at any time. Starter must be mounted to the block.
5. 9" Ford floater rear-ends are optional in ALL cars. No cambered rear-ends.
6. Replacement bell housings allowed i.e. Ultra Bell

Wheels & Tires:

1. 60 or 70 series DOT stamped Street tires with maximum wheel height of 15 inches, Hoosier M-30 and Hoosier M-60 tires will be permitted. No snow or mud tires allowed.
2. Grinding & siping tires is allowed.
3. Maximum 8" wheels. Oversized lug stud and lug nuts required on right side. 1" lug nuts required. Wheel safety will be strictly enforced.
4. STEEL WHEELS ONLY. Bead locks allowed on right side only.

Motor Rules:

1. No aluminum heads or blocks. Motor must be stock for make and model of car.
2. No dual line "or" double pump cars allowed. One four barrel, Holley. Quadra jet or Edelbrock ok. No aftermarket carbs. Max 1" spacer allowed. Stock two barrel ok. No methanol but E85 okay. No fuel fragrances allowed.
3. No air gap single plane intakes. Dual plane intakes only aluminum or cast iron.
4. Headers optional. Exhaust turndowns must be minimum 6" behind firewall, max 12" behind firewall.
5. STEEL HEADS ONLY. No roller cams. Factory stock ignition, NO M.S.D. type ignitions. Bolt on aluminum motor parts, example: water pumps are allowed. No external coil ignitions allowed unless OEM part.
6. Motors must be in stock location. Steel motor mounts are allowed. #1 spark plug must remain in front of ball joint.
7. MUFFLERS ARE MANDATORY.
8. No electric fuel pumps.
9. **Weight rule 3000lbs. with driver after race. 3050 for cars running a bert/brinn transmission**

Motor Claim Rule:

PROMOTER RESERVES THE RIGHT TO CLAIM A COMPETITORS MOTOR AFTER ANY EVENT FOR \$1500.00, NO EXCHANGE!! IF PROMOTER CLAIMS MOTOR, COMPETITOR WILL RECEIVE ALL THEIR MONIES, AWARDS, AND POINTS FOR THAT EVENT PROVIDED THEY RELEASE MOTOR! If driver does not sell motor, he will forfeit points and money for that night and be suspended for the rest of season. His car will also not be allowed to participate until the next year.

IF A COMPETITOR WINS 2 FEATURES IN A ROW, THEY MUST START ON THE TAIL OF THE NEXT MAIN EVENT THEY ARE IN. If they win from the tail they must start the tail in the next main event until they do not win.

Safety:

Window Net Required!

Competition seat required. 5-point safety harness, approved helmet, and fire suit with gloves are required any time your car is on the track. Safety harness must be no more than four years old.

Fuel cells (max 24 gal) required and must be securely mounted with 2" by 1/8" steel strapping. Must be mounted on rear frame.

No fuel cells to be mounted lower than centerline of rear-end. and must have fuel cell guard mounted on rear of frame.

No fuel filters inside cockpit. Fuel lines that pass through cockpit must be in steel tubing.

Front and rear stock firewalls required.

If battery is located in drivers cockpit it must be encased in a marine type box with lid.

Seat belts must be bolted securely to frame or roll cage with Grade 8 bolts and lock nuts or double nutted.

All weights must be painted white and have your car number on them. Weights must be mounted with bolts to frame or roll cage. No weights allowed on top half of roll cage or on rear bumper. No taping or strapping weights on.

NOTICE TO ALL DRIVERS AND CAR OWNERS

RE: RULEBOOK DISCLAIMER:

No equipment will be considered as having been approved by reason of having passed through tech inspection unobserved.

It is your responsibility to see that your car is legal. If you have an questions, ASK! All cars subject to weekly inspection. There will be no admission, pit fee or entry fees returned if your car can't run that night. Remember, rules may not cover every incident that may occur. Therefore, in those situations the decision of the promoter and/or inspecting official is final. If you are asked to make changes to your car you must do so that night, please do not ask if you can run one week like it is. If your car is found illegal after a race, you forfeit all monies, trophies, and points for that night.

All drivers are responsible for the actions of their pit crews. Any activity that is deemed to be poor conduct will result in the driver, pit crew member and car owner suspended for a time set forth by the promoter and a fine not exceeding \$1000.00 will have to be paid before you are allowed to race again.

The rules and/or regulations set forth herein are designed to provide for thee 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 publication 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 promoter 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 form such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

NOTE:

No alcoholic beverages or drugs allowed. Any driver under the influence of either or both of these faces immediate suspension from all activities concerning Lawrenceburg Speedway for a period of time set forth by promoter.

Age restriction : All drivers must be at least 14 years of age to race.

2024 HORNET 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.

Engine

1. Only three (3) or four (4) cylinder in-line engines will be permitted.
2. Engine must match the make of the car being used in competition.
3. Aftermarket, Original VVT head and/or racing-type cylinder heads will not be permitted.
4. High performance and/or sports car engines of any type will not be permitted.
5. Turbo charged and/or super charged and/or rotary engines and/or engines originally designed with a variable cam-timing system will not be permitted.
6. No aftermarket intakes or throttle bodies, must be OEM part from same make [gm to gm, ford to ford and ext]

Electronics and Ignition System

1. Only 12 volt ignition systems will be permitted
2. Traction control of any-type will not be permitted.
3. Batteries:
 - a) Only one twelve (12) volt battery securely mounted will be permitted.

- b) The battery must be securely mounted with positive fasteners and brackets.
 - c) 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.
 - d) If the battery is located in the driver's compartment, it must be in a marine type case. The case must be securely mounted to the frame, either directly or by means of a steel rack. The steel rack must be constructed of minimum 1" square tubing, and be securely welded to the frame or cage in a manner that will not allow the box or rack to move. An additional metal strap or bar must secure the marine type case to the rack or frame. All bolts must be secured through steel tubing or the frame of the car. Bolting through the body or floor pan is not sufficient.
 - e) One (1) mandatory battery disconnect switch must be installed. 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.
4. Only stock OEM starters in the OEM location will be permitted.
5. Only one aftermarket tachometer, oil pressure and water temperature gauge(s) will be permitted.
6. The vehicle computer (ECU) must be mounted in a visible location providing ease of inspection.
7. An electrical engine shut off switch is required. The switch must be clearly labeled and within the reach of the driver.

Exhaust System

- 1. Headers are permitted.
- 2. Removal of the catalytic converter, air conditioning compressor and smog pump will be permitted.
- 3. Mufflers are required.

Engine Compartment

1. The engine and radiator must be OEM and mounted in the stock OEM location for the year, make and model of the car in competition.
2. Solid engine mounts and/or safety chains will be permitted.
3. Accumulators and/or accusumps will not be permitted.
4. Reinforcing will not be permitted with the exception of the front strut bar.

Transmission & Driveline

1. The transmission and/or transaxle must remain OEM and unaltered for the year, make and model of the car in competition.
2. All forward and reverse gears must be operational.
3. The flywheel, flexplate, clutch and/or torque converter and/or assembly must remain unaltered and OEM of the year, make and model of the car in competition.
4. Mini-type clutches and/or couplers will not be permitted.
5. Transmission coolers in the driver compartment will not be permitted.
6. Torque dividing final drive systems will not be permitted.
7. Locked differentials of any type will not be permitted. Locking of transmission by welding of gears is allowed.
8. A minimum one (1) inch inspection hole must be located in the bell housing.
9. All Axle shafts must be painted white

Chassis/Frame

1. All chassis and frames must remain unaltered and OEM. Any front wheel drive, compact car frame will be permitted.
2. A maximum wheelbase of 107-inches will be permitted.
3. The magnetic steel floor pan must remain unaltered and OEM. Any work that is done in the form of patches must be completed with magnetic steel.

Roll Cage

1. Unless otherwise noted all tubing utilized in the construction of the roll cage must be 1.50-inch Outside Diameter, .095-inch thick magnetic steel tubing.
2. A six-point, full perimeter cage, using 1.50-inch Outside Diameter, .095-inch thick magnetic steel tubing is required.
3. The rear hoop must have bracing that crosses in an 'X' configuration. Rear kick up supports are required.
4. A minimum 1.25-inch outside diameter cross bar is required across the top of the halo bar.
5. The roll cage must be securely fastened (welding is required) utilizing a minimum of .250-inch plating to mount cage to the frame. Only magnetic steel will be permitted. Iron, galvanized pipe, fittings, square tubing, brazing and/or soldering will not be permitted.
6. A minimum of three (3) door bars on the driver side and two (2) door bars on the passenger side, mounted in a horizontal manner will be required. Vertical bracing from the top-to-the-bottom of the door bars on both sides is required.
7. A minimum of three (3) windshield bars and protective screen will be required in front of the driver.
8. The driver compartment must be sealed completely from the track, the engine and the fuel cell. The front and rear firewalls must remain and any holes must be patched with magnetic steel.
9. Mirrors will not be permitted.
10. Gutting of the car will not be permitted with the exception of clearance for the roll and door bars.
11. All material considered flammable including airbags must be removed.
12. The interior must remain open.

Weight

1. Additional weight of any type will not be permitted. Any item(s) that are deemed to provide additional weight must be removed.

Fuel Cells and Fuel

2. The fuel system must be complete, unaltered and OEM for the year, make and model of the car in competition.
3. Only standard pump gasoline will be permitted for competition. A maximum of 93 octane. Performance additives will not be permitted.
4. The gas tank/fuel cell may be mounted ahead of the rear axle with a minimum 1/8-inch shield mounted under it. The shield must be securely mounted. If the shield becomes loose or falls off the car, the car and driver will be disqualified for the entire event.
5. The RECOMMENDED gas tank/fuel cell arrangement is the following:
 6. If the gas tank/fuel cell is mounted behind the rear axle the gas tank/fuel cell MUST be replaced with a maximum eight gallon fuel cell that meets or exceeds FIA/FT3 or SFI 28.3 specifications located to the trunk area of the car. Those who choose to use this option MUST install and use the cell in accordance with the FIA/FT3 or SFI 28.3 specification, and cannot alter the cell in any way. NO OTHER TYPE OF FUEL CELL IS ALLOWED IN THIS LOCATION.
7. All cells must be mounted to a 1" x 1"(minimum) square tubing frame that is welded to frame supports. Minimum of 4 – 2" steel straps completely around cell.
8. The trunk area must have a firewall between it and the driver's compartment that is completely sealed.
9. A fuel cell vent, including cap vent, must have a check valve. If the fuel cell does not have an aircraft-type positive seal filler neck, then a flapper, spring and/or ball type filler roll-over valve is mandatory.
10. External electric fuel pump wired to the ignition switch with aftermarket fuel cell will be permitted.
11. All cars must be equipped with an fuel pump safety oil pressure switch.
12. Cool cans will not be permitted.
13. Fuel lines that pass through the driver compartment must be magnetic steel.

Body

1. Any front wheel drive, compact car will be permitted for competition. Station wagons, convertibles, trucks, and/or two seat cars will not be permitted.
2. The body must remain unaltered and OEM in appearance. After market bumper covers allowed [no wedge stile bumper covers permitted]
3. The inner fenders must remain unaltered and OEM. Removing of the inner fenders will not be permitted.
4. The hood and trunk lid / hatchback must be positively and securely fastened.
5. All doors must be positively and securely fastened. Must be welded if possible.
6. All glass, exterior lights, chrome and/or plastic trim and hood insulation must be removed.
7. The dashboard may be removed.
8. Front and rear bumpers must be positively and securely fastened. Welded, chained and/or cabled to the frame will be permitted.
9. A front and rear tow hook easily accessible will be required.
10. Can use OEM or AFTER MARKET front and rear bumper cover [NO WEDGE STYLE BUMPER COVERS] bumper covers must remain on the vehicle but may be altered to allow for tow hook.
11. A maximum seven (7) inch sun visor will be permitted.
12. The opera windows may be closed and/or sealed. No closing, sealing, or blocking of side windows in front of the B post. Moving window frames to change the factory sizing will result in disqualification.
13. Hatchback cars must have a 12-inch filler panel in rear of car above bumper.

Suspension

1. All components and mounts must remain unaltered and OEM and must match the year, make and model of car in competition.
2. Weight jacks, modifications, racing components, aftermarket or homemade traction devices will not be permitted.

3. The car must remain in alignment from front-to-rear and must track straight. Rear steel allowed. Maximum one 1/8" thick washer per bolt.
4. A maximum of 5 degrees of camber will be permitted on any wheel.
5. Center mounted steering will not be permitted.
6. A quick release, aftermarket steering wheel will be permitted. The steering column must remain OEM and unaltered.
7. Aftermarket remote reservoir power steering will not be permitted.
8. All shocks and struts must remain unaltered and OEM in the OEM location.
9. Spring rubbers will be permitted.

Brakes

1. All brake components must be unaltered, OEM, magnetic steel and operative on all four wheels. 3-wheel braking permitted with right rear safety hub.
2. Disc and/or drum brakes will be permitted, and they must match the year, make and model of the vehicle in competition.
3. Only OEM Master Cylinders in OEM location will be permitted.
4. Brake shut off will not be permitted.
5. Only magnetic steel brake lines will be permitted.

Wheels and Tires

1. Only OEM DOT 13, 14, 15 or 16-inch passenger tires will be permitted. Racing, mud, and/or snow tires will not be permitted. Mixing of sizes is allowed.
2. Alterations of any type including re-caps, softening, chemical alteration, conditioning, siping and/or grooving will not be permitted.
3. All wheels must be OEM steel or aluminum wheels with a maximum width of seven (7) inches and a standard bead. **Beadlock allowed on Right Front wheel only.**
4. Racing wheels are permitted. Maximum seven (7) inches width.
5. Wheel spacers and/or bleeder valves will not be permitted.

6. Wheel reinforcement is strongly recommended.

7. One (1) inch Outside Diameter magnetic steel lug nuts on steel wheels are required.

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. 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.

5. The seat must be mounted a minimum of 30" (inches) from the center of the rear end, measured at the bottom of the seat.

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.

2. Window Nets:

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

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

Cockpit Area

1. No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.

2. Windshield screens mandatory. Screens must be securely fastened.

3. Flame retardant seat, roll bar, knee and steering pads or padding are recommended.

Fire Suppression

1. An in-car Fire Suppression system is Highly Recommended.
2. All race cars should be 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.

2024 UMP Modified Rules

For complete rules go to:

www.dirtump.com (<http://dirtcarump.com>)

Right rear tire must be a Hoosier M-60

2024 Non-Winged Sprint Rules

Tire Rule:

Hoosier Tire

Required Right Rear Tire options

-105/16.0-15/Medium

-105/16.0-15/H15

Required Left Rear & Front options

-90, 92, 94/15-15 D10, D12, RD12

-96, 98/15-15 D10, D12, RD12

-85.0/8.0-15 D12, D15

All drivers must wear flame retardant racesuit, gloves, headsocks, shoes, SNEL approved helmet, 5 point safety restraint required along with Arm restraint.

No sail panels on any part of car. Bodies must be typical sprint car bodies and will be checked.

Sprint Cars Feature Purse

1. \$1,500
2. \$850
3. \$700
4. \$600
5. \$500
6. \$400
7. \$350
8. \$320
9. \$300
10. \$280
11. \$270
12. \$265
13. \$260
14. \$255
15. \$250
16. \$245
17. \$240
18. \$235
19. \$230
20. \$225

Consi (Non-Transferred Cars) must take green flag:

1. \$100
2. \$100
- 3 \$100

4th on back \$100

UMP Modifieds Feature

1. \$800
2. \$400
3. \$300
4. \$250
5. \$225
6. \$200
7. \$175
8. \$150
9. \$140
10. \$130
11. \$120
12. \$110
13. \$100
14. \$100
15. \$100
16. \$100
17. \$100
18. \$100
19. \$100
20. \$100

Consi(non-transferred cars)Must take green flag

1. \$50

2. \$40

3rd on back \$35

Pure Stocks Feature

1. \$350

2. \$200

3. \$175

4. \$150

5. \$125

6. \$100

7. \$95

8. \$90

9. \$85

10. \$80

11. \$70

12. \$65

13. \$60

14. \$55

15. \$50

16. \$50

17. \$50

18. \$50

19. \$50

20. \$50

Consi (must take green flag)

\$30

Hornets Feature

1. \$200

2..\$150

3. \$100

4. \$75

5. \$70

6. \$65

7. \$60

8. \$55

9. \$50

10. \$45

11. \$40

12. \$35

13. \$35

14. \$35

15. \$35

16. \$35

17. \$35

18. \$35

19. \$35

20. \$35

Consi:

\$20 (non transfers, must take green flag)

Racer payouts will only be held for one week, or forfeit

***A W-9 AND COMPLETE DRIVER INFORMATION FORM FOR MUST BE ON FILE BEFORE
RACER PAYOUT CAN BE RELEASED.***

All drivers must take green flag to receive feature start money.