

****2024 General Rules****

General/On-Track Rules

RULE BOOK DISCLAIMER

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 a guarantee against injury or death to a participant, spectator or official.

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

GENERAL RULES

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

14. Every year you must file a completed registration form and an IRS form W-9 filled out.
15. All pit entrants must sign a voluntary waiver & release from liability & indemnity agreement and pay for and receive an authorized pit pass.
16. Make sure you keep your authorized pit pass. In the event of a rain-out by which you will be allowed admittance on the rescheduled date.
17. Anyone caught illegally entering pits & cannot produce an authorized pit pass will be ejected from track. Management reserves the right to ask for proof of admission at Management also reserves the right to pursue legal action against anyone trespassing on property.
18. Pay-off procedure: Only owner and/or driver may pick up any prize monies. Valid drivers license must be produced.
19. Prize monies left unclaimed over 45 days will become the property of Mudlick Valley Raceway.
20. The management reserves the right due to inclement weather conditions, to make changes in the posted pay-off structure. You will be notified as this condition arises.
21. Race receivers are mandatory in all divisions, at all times. Including but not limited too hot laps and/or qualifying.
22. A scoring transponder is required on all cars at all times.
23. Due to insurance regulations, 4 wheelers/Golf Carts are only permitted in the pit area or infield for hot pit crew. Must be 16 to drive 4wheelers and provide proof with valid ID.
24. Provisionals: Provisional starters may be added to certain events as decided by management are eligible for one Speedway provisional per racing season. To be provisional, a driver must have been present and have attempted to compete at event INCLUDING NON POINTS RACES, in their division during the season in question. Among eligible drivers in the point standings at the beginning of the event will be given their provisional. If they choose not to use it, they retain the use of their provisioning, and the provisional choice will move to the next eligible driver. In the event a coin flip will determine first choice.

SAFETY EQUIPMENT

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

1. Batteries:

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

2.Seats:

- 1.Full containment type seats constructed of aluminum to the general design sp39.2 standards are highly recommended. Design should include compression shoulder and torso support system, energy impact foam, and removable head
- 2.Up fitting a current seat with bolt on kits will be permitted with a seat manufactured and a base seat acceptable to the seat manufacturer. Components should include head surround, shoulder and torso support system, energy installed in accordance to seat manufacturer's instructions.
3. Seats must be used as supplied and instructed by the seat manufacturer with trimming the length of the left side head surround for the purpose of egress head surround is trimmed to a distance that is less than the most forward surhelmet (usually the area crossing the chin) then a left side head net meeting be installed with a quick release latch.
- 4.Seats must be mounted to a seat frame that is welded to the race car frame/attaching points, angles, and materials for the seat frame and mounting of the frame must be in accordance to the seat manufacturer's instructions.

3.Restraints:

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

4.Window Nets:

- 1.Window Nets certified to SFI Spec 27.1 are highly recommended.

5.Driver Worn Equipment:

- 1.A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 3131.1/2015 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 wear helmet to a head and neck restraint device/system certified to SFI Spec 38.1 must display a valid SFI Spec 38.1 label. The head and neck restraint device connected, must conform to the manufacturer's mounting instructions, and maintained and used in accordance with the manufacturer's instructions

6.Drive Line:

- 1.A driveline "sling" is REQUIRED.

7.Cockpit Tubes:

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

8. Fire Suppression:

- 1.An in-car Fire Suppression system is Highly Recommended.
- 2.All race cars should be equipped with a thermally deployed automatic fire system. The fire suppression system will consist of a DOT approved cylinder aluminum or steel with a capacity of

ten (10) lbs. of fire extinguishing agent, 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 NOVE and display a legible and valid SFI and manufacturer label depicting fire Ext incapacity, and certification date. Cylinders that or beyond useful certification inspected, serviced, and re-labeled by the manufacturer.

5.Cylinders must be mounted forward of the fuel cell. Cylinders must be secure frame/roll cage assembly. The certification label must be unobstructed and inspection when the mounting is complete.

6.The cylinder must be connected to the nozzles with steel or steel reinforced

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, gneck collar or a head and neck restraint system in addition to all other required SafePlace.

ON TRACK RULES

1.Working on cars, on track, is prohibited.

2.No one except drivers, their cars, & track officials are allowed on track after racing

3.Any car pitting under yellow or red flag conditions will automatically go to the tail position

4.If you stop on the track, you go to the tail. This includes the initial start. Stopping at yellow flag conditions for certain safety reasons is allowed. (Note: If a Red Flag or track situation occurs, officials reserve the right to revert to previous lap or initial starting position)

5.Officials reserve the right to penalize drivers that either directly cause or intentionally wreck another driver, officials will determine that a driver intentionally caused a caution, officials may disqualify the driver for the night.

6.Any car causing 2 cautions in a single race will be black flagged.

7.Anything dragging or hanging on a car that is determined unsafe will cause that car to be flagged.

8.You may enter the infield at any entrance. YOU MAY NOT RE-ENTER THE TRACKFLAG CONDITIONS. You must wait till the next caution to re-enter the track. During caution conditions, cars must re-enter behind the field.

9.After receiving the checkered flag, cars are to slow down and exit the track.

10.Anyone jumping the start will be given one warning. Second offense will result in car being pushed back one spot in order.

11.On the third complete restart of any race, that is not the result of someone jumping puts cars in single file order.

12.Passing before the cone, hitting the cone or going under the cone will result in restart of race and you move to the tail of the field.

13.If a car leaves the track during race that car is not permitted to reenter race.