

Last updated: 5/2/2021

## **Norway Speedway – Track Policy**

### **1. Team Driving/Back-Up Driver**

- a. Drivers are permitted one substitute driver per season.
  - b. Substitute Drivers may be in as many events as needed.
  - c. A primary driver must be identified before the start of the season.
  - d. Only primary driver will receive points if both drivers participate in the same event.
  - e. You only can Team Drive for one team. No Exceptions.
2. Every Driver and/or car owner in obtaining a pit pass agrees to build and race their car according to the rules and regulations of the Norway Speedway. ALL RULES WILL BE ENFORCED AS WRITTEN.

### **3. GENERAL RULES**

- a. These rules are the approved rules, along with our specific class rules, which were adopted at our General Membership Meeting. Auto Racing is a competitive sport, but like other attractions that live off of the support of fans, there is a great deal of showmanship and public relations required.
- b. Starting time, running events in a professional manner, proper uniforms, and racecars brightly painted and the conduct of competitors both on and off the track must be considered for its survival and growth.

### **4. RULE BOOK DISCLAIMER**

The rules and/or regulations set forth herein are designed to provide the orderly conduct of racing events and to establish minimum/maximum 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 and regulations. They are intended as a guide for conduct of the sport and in no way a guarantee against injury or death of a participant, spectator, or official. No expressed or implied warranty of safety shall result from such altercations. Any interpretations or deviation of these rules is left to the discretion of track officials. THEIR DECISION IS FINAL.

### **5. CONDUCT**

Any action threat, verbal abuse, use of social media sites (Facebook, Forums, etc.) in a detrimental manner or conduct detrimental to the DCRA or racing in general will be grounds for suspension, absolutely no fighting, pushing, or physical contact between drivers, pit crews, AND SPECTATORS.

Any physical contact with an official or threatening an official on or off the racing grounds will result in immediate expulsion from track for one year. Second offense is lifetime expulsion. No exceptions.

Let us mention – we expect courteous conduct from all participants at all times. We

do not tolerate profanity in front of the race fans or officials. Automatic loss of points and pay for the night is the penalty. Any person in the pit area, acting in an un-sportsman like manner, arguing, or fighting will be ejected from the pits for that night with loss of points and pay. Second offense will be ejection from the pits for the remainder of the season. Drivers – are responsible for your crew, and penalties will affect you as well if your crew is involved.

Efforts to bend or to find and take advantage of a “loop hole” in the rules will not be tolerated. IF a car is not inside the specific rules, the car will not run that evening. If at any time your dress, actions, or conduct are not in the best interest of the racetrack and racing you must leave the grounds and suspension will be assessed.

In accordance with the Track policy Rule 4 on conduct: effective immediately, Norway Speedway track officials have implemented a zero-tolerance policy on any of the above written or unwritten detrimental conduct. There will be no warning. There will be no letter or certified mail as in past years informing the person in violation of the policy. There will be a meeting of the Board of Directors on race night and after a majority vote has been taken, the person in violation will be informed via text, Facebook, or phone call. There will not be an appeal process and penalty will also be decided at this time. The penalty will be based on the severity of the violation.

6. The club will conduct no meeting on race night to change any rule or track policy. Safety oriented issues will be addressed separately.
7. A Club Membership (On sale in November thru the last race of the season and good thru December of season) entitles you to:
  - a. Purchase pit pass at discount price.
  - b. Vote at general membership meetings.
    - i. Must be 16 and older to vote
    - ii. All proxy votes will be mailed to DCRA and must be received prior to the voting meeting. DCRA, P.O. BOX 144, NORWAY, MI, 49870. Proxies will not be opened prior to Election. Hand carried Proxy forms WILL NOT BE ACCEPTED AT THE ELECTION MEETING.
    - iii. Newly elected officials term of service runs from Nov. 1st thru Oct. 31st.
  - c. Be eligible for office.
    - i. Must be 18 to hold office.
8. Never travel through the pits at an unsafe speed or spin the tires throwing gravel. Any person in the pits can report this action to an official. Official will report this to the board. THIS IS YOUR WARNING: Penalties and/or suspension may be issued upon Review.
9. The DCRA Scales and clocks represent the official weight and time.
10. No driver can qualify more than one (1) car per division. In order for a driver to race a different car, that driver must scratch the original car for the night. With all driver changes he/she starts at the rear of all races for which the driver has qualified, with points going to the driver. If you start a race in one car, you cannot finish it in another. A driver is eligible to race if he qualified a car for that division or if he is the designated co-

driver.

- a. Co-Driver must inform officials of a change, because Late Model and Super Stock points go with the scanned tires. This is important that officials are notified.
- b. 4 cylinder points will be awarded to the car number.
- c. Time trials will end 15 minutes before start of race.
  - i. Late Qualifier definition – Late Model: Any car that does not qualify in the scheduled order will get two timed laps with one hot lap.
  - ii. Late Qualifier definition – Super Stock: Any car that pulls into the qualifying line after the last car in line has left the pit chute. Will get one timed lap with NO hot lap.
- d. All Late Models and Super Stocks will have their tires marked and scanned and car scaled before qualifying.

Late Models will be given three (3) timed laps preceded by one warm up lap. Super Stock will be given 2 laps, with the first timed lap starting as the car leaves the pit chute and crosses the start/finish line. Spin-outs will be counted as a timed lap. If a malfunction occurs with track personal or equipment, you will be cooled down for a minimum of five minutes and you will be given all of your qualifying laps over, or you may choose to keep the times you have.

- e. In case of inclement weather and lack of time for qualifying, we will line up the cars by championship points. If we do not qualify, there will be no pay points or money for qualifying.
- f. Cars that have not qualified or had their qualifying time disallowed will race at the rear of the SLOWEST heat and feature according to arrival time. This will not change the original lineup.
- g. In case of a duplicate time, the first car on the track is considered the fastest.
- h. Cars will line up by points for Fan Appreciation Night.
- i. **In order for a competitor to receive last place, points and pay. He must take the green flag.**

**11. Late Model Dash and Heat races will consist of ten laps with appropriate number of cars. Dash and Heat Races.**

- a. The dash will consist of the fastest 6 cars to qualify in the Late Model division.
- b. Championship points will be awarded to all six in the dash, and all cars in each heat.

Feature Races

- a. Late Model – Regular Night
  - i. A-35 laps (14 cars by time).
  - ii. B-25 laps (14 cars by time). The “B” feature will have a 5 car invert.
  - iii. C-15 laps (at least 8 cars). Less than 8 cars will be inverted to rear of B feature.
  - iv. There is no limit to the number of cars that will run any feature event. Points will be adjusted accordingly.
- b. Late Model – Special Night
  - i. **A - Any 36 laps or greater is a special event (16 cars by time).**
  - ii. **B - 25 laps (16 cars by time).**
  - iii. **C - 15 laps (at least 8 cars) less than 8 cars will be inverted to rear of B**

**feature.**

**12. Super Stock and Four Cylinder Race Procedures will be as followed:**

- a. Super Stock – Regular Night**
  - i. A-30 laps (14 cars by time)
  - ii. B-15 laps (14 cars by time)
  - iii. C – 10 laps (at least 8 cars) less than 8 cars will be inverted to the rear of the B-Feature.
  - iv. There is no limit to the number of cars that will run any feature event. Points will be adjusted accordingly.
- b. Super Stock – Special Night**
  - i. Any race 31 laps or greater (16 cars by time).
  - ii. B-15 laps (16 cars by time).
  - iii. C-10 laps (at least 8 cars) less than 8 cars will be inverted to rear of B feature.
  - iv. Super Stock If under 20 cars, the cars that would not have normally transferred into the A-Feature will start in the back of the feature straight up as they qualified.
- c. Four Cylinders – four Cylinder race procedures. All cars will have one lap to qualify.**

**Heat races.** Field will be divided in half into “Fast” and “Slow” heats. Both heat races will be full invert (fastest cars to the rear).

**Feature races.** Top 16 fastest qualifiers automatically qualify for the A feature. The rest of the field will be placed in B feature. Top 4 finishers in the B feature will transfer to the rear of the A feature. Both feature races will be full invert (fastest cars to the rear) with the exception of the B to A transfers, they will start in the rear of the A feature.

  - i. A-25 laps (If more than 25 cars one (1) lap per car will be added).
  - ii. B-20 laps
  - iii. C-15 laps
  - iv. D-12 laps
  - v. All races will be started two (2) wide, rolling or standing.
- d. All drivers or a representative MUST attend the drivers meeting.**
- E. The Board ONLY has the right to increase/reduce the laps on any race and/or set a time limit on the race if the time required to complete the race is excessive. Drivers will be notified of lap increase/decrease before race if possible.**
- f. The “C”/”B” Late Model and Super Stock features will be the first features run in each division unless otherwise decided by the Executive Board in the event of special circumstances.**
- g. The “C”/”B” Late Model and Super Stock features will be the first features run in each division unless otherwise decided by the Executive Board in the event of special circumstances.**
- h. First and second place finishers of the Late Model and Super Stock “C”/”B” Feature have the option to move to the back of the “B”/”A” Feature on a regular night (if they do not bump, 3rd on back DOES have the option to bump up down**

to 5<sup>th</sup> place). They will only receive points and pay for the race they bumped up to.

- i. The top Three finishers of the “C”/”B” will have the chance to move to the back of the “B”/”A” on a special (if they choose not to positions 4th on back DO NOT GET THE OPTION TO MOVE UP).
13. “A” Feature Winners will assume the last place position in the Next “A” Feature they participate in, provided they qualify for that feature, during the current season. This applies to regular events.
  - a. Special Events – If you win a special, you will be placed to the rear of the next special race in which you qualify for.
14. All the cars for the first race shall line up before the parade of flags. All cars for the next race will line up well before the end of the previous race. Cars not in proper place when the pack is sent on to the track will start the race at the rear. The Line-up-man will determine starting position for each car according to line up board located by the scale including additions or scratches.
15. If you scratch the heat race but intend to race in the feature, notify the line-up-man one race in advance. If you fail to notify the line-up-man you will start at the rear of the field you qualified for.
  - a. In the event of a scratch the fastest car in the “B” will move to the front of the “A” and the “A” and "B" Features will be realigned.
  - b. On regular nights, the feature will be fully inverted. On special nights, the four slowest qualifiers on the feature events will start at the rear of the field. Transfers will start behind them.
16. NO HOT LAPS BETWEEN RACES – NO EXCEPTIONS – DO NOT ASK
17. On any start or restart, all cars may go racing when the green flag is dropped.
  - a. Pole position driver will set the pace by keeping a smooth and accelerating pace. No Deliberate slowing or brake checking. No shifting on start or restart. Will receive 1 warning, then removed from the front row after 2nd occurrence.
  - b. In the event of a yellow or red flag being dropped before all cars complete an official first lap, cars will start as per original line up except when a spin or crash occurs and it’s perfectly clear to the flagman who is a fault. The car at fault will move to the rear of the field and the victim of the crash will retain his spot. If the officiating crew is not perfectly clear on who caused the incident, then an option may be given to “tap out” and if no one chooses to admit they were at fault or “tap out”, then all parties involved may be sent to the rear of the field.
18. Any car that brings out the yellow two times on the first lap will go to the rear. Third time will be an automatic disqualification.
19. Under Yellow flag, all cars will go single file on the track and be set to restart position.

Late Model and Super Stock restarts will be double file, with the lead car in single pole position. Cars will be given (1) One lap to Green flag. NO PASSING UNTIL THE START/FINISH LINE.

- a. All cars are lined up as per the last completed lap.
  - b. LM and SS heat races will be lined up by position and there will be no option to pick a lane. The lead car will be in the single pole position. LM and SS Feature events will allow cars from the second position on back to choose their lane – inside/outside. The lead car will be in the single pole position with the remaining double file.
  - c. Four cylinders and Stock Cars will line up Two (2) wide and then take off at a slow pace until the green flag is waived.
  - d. YOU MUST STAY IN YOUR LANE and under control when warming up tires!
  - e. If an incident happens after the white flag and does not interfere with the leader, the race will complete as the leader crosses the start/finish line. If the incident does interfere with the leader, a yellow flag will come out and a restart with a green/white (together) and then a checkered will complete the race.
  - f. Drivers will not ignore the starter or position display at any time.
    - i. When the yellow flag drops, cars will come to a slow pace behind the leader and in a single file order and be stopped on the track. (Lapped cars to the back) Officials will signal any car that needs to change position.
- 20.** Any car that goes to the pits at any time will start at the rear, in the order that they return to the track.
- 21.** When the red flag drops, all cars must stop until the yellow light is turned on, or the yellow flag is waved. No car will turn laps to cool engine under the red flag.
- 22.** Under Yellow flag, all cars will go single file on the track and be set to restart position. Late Model and Super Stock restarts will be double file, with the lead car in single pole position. Cars will be given (1) One lap to Green flag. NO PASSING UNTIL THE START/FINISH LINE.
- a. All cars are lined up as per the last completed lap.
  - b. LM and SS heat races will be lined up by position and there will be no option to pick a lane. The lead car will be in the single pole position. LM and SS Feature events will allow cars from the second position on back to choose their lane – inside/outside. The lead car will be in the single pole position with the remaining double file.
  - c. Four cylinders and Stock Cars will line up Two (2) wide and then take off at a slow pace until the green flag is waived.
  - d. YOU MUST STAY IN YOUR LANE and under control when warming up tires!
  - e. If an incident happens after the white flag and does not interfere with the leader, the race will complete as the leader crosses the start/finish line. If the incident does interfere with the leader, a yellow flag will come out and a restart with a green/white (together) and then a checkered will complete the race.

- f. Drivers will not ignore the starter or position display at any time.
            - i. When the yellow flag drops, cars will come to a slow pace behind the leader and in a single file order and be stopped on the track. (Lapped cars to the back) Officials will signal any car that needs to change position.
23. Any car that goes to the pits at any time will start at the rear, in the order that they return to the track.
24. When the red flag drops, all cars must stop until the yellow light is turned on, or the yellow flag is waved. No car will turn laps to cool engine under the red flag.
25. Any driver that causes (unassisted or deemed at fault) a restart three (3) times in a single race will be removed from that race and award last place points and pay. Officials will decide who caused the restart.
  - a. When an incident that occurs causes a yellow or a red flag condition, all cars directly involved will restart at the back of the field.
  - b. When a spin or crash occurs, the car at fault will be moved to the back or be Black Flagged and sent to the pits depending on the flagman's judgment. The other car involved will be sent to the rear of the field no matter who is at fault. The only time this rule changes is when one of the drivers taps out.
  - c. If the officiating crew is not perfectly clear on who caused the incident, then an option may be given to "tap out" and if no one chooses to admit they were at fault or "tap out", then all parties involved may be sent to the rear of the field. Drivers who are at fault may tap out at any time by tapping the roof of their car in front of the flag man.
  - d. Any car sent to the rear of the field as a result of a caution and any cars who enter the pit area will not have the option to pick a lane, but must fall into the tail end of the inside/left lane, followed by any lapped cars (at the tail end of the longest line).
  - e. Any driver that causes two unassisted cautions in a single race will be parked for that race and receive last place points and pay for that race.
26. If you get out of your car without officials permission for any reason during a race or under a red or yellow flag condition it will be considered going into the pits and you will go to the back of the field, if you resume racing. You can get out of your car for safety reasons or wrecker hook up assistance.
  - a. If you stop your car on the track or get out of your car on the track or infield to argue with the board or officials you will lose all points and pay for the night.
27. If you are black flagged, you will go to the pit area immediately. When you are black flagged, you will no longer be scored. IF your problem is safety or mechanical, you may correct the problem and return to the race with loss of laps being your only penalty. If your problem is unsportsmanlike behavior, you will be disqualified from that race and NOT issued points or pay for that event.

28. No car will race to the finish line under yellow or red flag.
29. The race is over when the Leader takes the checkered and crosses the finish line. All other cars will be scored in the order that they cross the finish line.
  - a. The event could be ended by a red flag, crash excessive clean up, or excessive time (curfew) and the positions, points and pay will be paid accordingly to the order the cars would have been restarted. (i.e. lapped cars and cars involved in a spin etc. To the rear.)
30. All complaints are to be filed in writing, by the driver only and given to a DCRA Board Member.
31. All cars being lapped will move to the inner most lane while being passed by the faster traffic. You will not race the lead cars and will not race side by side with another lapped car until cars on the lead lap have passed. Failing to abide by this rule will result in a black flag.
32. Race receivers are required for all divisions!
33. All racecars must pick one lane to race in when being challenged. Car Nose to driver's door Lane changing to pass slower cars is not blocking. When Officials feel that you are being challenged, you must keep your car in one lane. You will be informed by an official to tell you to pick a lane via Race receiver. If you fail to do so, you will be moved to the rear of the field by a number of different ways.
  - a. If the Race has to be stopped after you are warned three times, you will be black-flagged for unsportsmanlike like conduct.
    - i. ***You must remember there is an element of sport in stock-car racing. Not all situations, fouls etc. are going to be seen. There will be judgments made by the flagman, he will call it the way he sees it. It is acceptable if he asks another track official, which may have had a better view, for input.***
34. All cars on the racing surface of black top have the right of way to any car on the dirt, inside or outside of the track. Number of tires contacting and amount of tires on the dirt does not matter. Cars will not use the dirt as an advantage on the inside or outside. However, cars will not be penalized for driving on the infield or dirt outside of the racing surface in order to avoid spins.
35. Three wide passing is not recommended. If the car going three wide passes without initiating contact there is no penalty. If there is a caution because of a 3 wide incident, you will be sent to the trailer. Except for 4 cylinders, Sport Trucks, and Stock Cars.



36. A Race may be stopped by the starter, races must be slowed or stopped for any of the following:
- Fire
  - Roll-over crash
  - Debris on the track
  - Blocked traffic
  - Rain or other severe weather
  - Any car stalled in a dangerous position within a car length of the racing surface.
37. Any car damaged to the point of being unsafe shall be sent to the pits to correct the problem. Officials will not remove loose or damaged parts. Cars will not be touched on the track other than to help the wrecker crew get them off the track.
38. No one is allowed in the track area without official permission.
39. Cheating in any form will not be tolerated and penalties will be used to stop these practices.
40. No alcoholic beverages are to be consumed in the pit area by any person until the race program is completed in its entirety. All illegal drugs and controlled substances are banned.
- Any driver drinking alcohol before a race or driving drunk will be banned for one year.
  - Illegal drug use is a LIFETIME ban.
41. Time Schedule (Race night not covered i.e. Sun, Mon, etc. to be decided by the Board. Keeping the allotted time frame the same, but changing start times only.)
- Time Slots – **\*\*To Be determined\*\***
  - The time set aside to hot lap will be cut short on any night that a large number of cars have to be timed.
42. **Rain Policy**
- A race day text messaging and emailing system will be provided for questionable weather delays or cancellations: please go to [rainedout.com](http://rainedout.com) and look up Norway speedway, or use the link on the [norwayspeedway.com](http://norwayspeedway.com) home page.***
  - If it is raining mid-day (noon – 2pm) with rain forecast for late afternoon/evening, the event will be canceled about 2pm – check website.
  - If the races are canceled because of rain:
    - No points or pay will be awarded
    - The race will not be made up, unless specific rain date is listed on the schedule before the start of the season.
    - The Night will be official after all the heat races have been completed.

1. Race will be paid accordingly to the finish only if all features have raced 1 lap past the ½ way point.
2. All others will be paid equally
3. No championship points will be awarded for the features.
4. All 4 cylinder races must be completed for points to be awarded; the races will not be made up at a later date.

#### 43. Track Signals

##### a. Lights

- i. **RED** – Stop the race - Stop your car and follow the directions of the safety crew and officials.
- ii. **YELLOW** – Caution – slow down and maintain your position, Watch lineup display.
- iii. **GREEN** – GO – track is clear.
- iv. The yellow light will go off as the lead car enters the back stretch, the green will come on as the green flag is dropped

##### b. Flags

- v. **RED** – Stop the race
- vi. **Yellow** – Caution – Slow Down
- vii. **GREEN** – Start or restart the race
- viii. **WHITE** – One lap to the end of the race
- ix. **CHECKERED** – THE END
- x. **BLACK** – Must leave racing surface
- xi. **BLUE/YELLOW** – Move to the inside lane immediately if you are lapped. This flag is also used to warn you to pick a lane you are being challenged.

#### 44. Must have a radio spotter on the Scale Shack if you are using Radios

- a. Must have a car number visible on headset
- b. If your radio spotter does not report to the Scale Shack, you will start at the rear of the field.

#### 45. All cars reserve their right to the same number from year to year.

#### 46. Pit Slabs

- a. Pit slabs are to be leased on a yearly basis – cost \$50 before April 1st or \$75 after.
- b. Open pit slabs will be rented out at a cost of \$10 per night.
- c. Pit Slab renter has the first right to their previous years slab until March 1<sup>st</sup>. After March 1<sup>st</sup>, all un-paid slabs will be released for sale on a first come/first serve basis.
  - i. DCRA Board reserves the right to assign and/or re-assign slabs as necessary requirements arise in order to facilitate the needs and future growth of our track.
- d. If you rent a slab and do not race ½ of the race events for that season you paid for, then at the end of the year you no longer hold exclusive rights to your slab. You will be eligible to rent a slab after March 1<sup>st</sup> in the open slab period.

- e. Due to the limited number of slabs that are available, if you own a slab and plan on not racing please place a courtesy call to one of the executive board members (see contact info on [our webpage](#) under track info) so they may assign your slab to other cars for that week. Please let a board member know if you will not be there by Thursday evening.
- f. There will be no sub-leasing of slabs. No one is allowed to assign their pit slab to anyone else. The DCRA reserves the right to re-assign your slab to whomever they see fit if you are not there with YOUR car.
- g. Due to the large number of enclosed haulers and longer trailers, the horse track side of the pits on the super stock end (#34 to #47) will be reserved for larger trailers. Any effected small trailers will receive slabs if they choose to purchase them in a different location.
- h. Slabs numbered 1 thru 27 will be reserved for Late Models only.
- i. Failure to comply with these rules may result in loss of pit slab and/or possible suspension.

#### 47. Inspections

- a. Drivers and crew members are to cooperate fully with officials regarding inspections, lineups, and race procedures. Failure to cooperate as requested will result in penalty assessments. Inspectors are free to use any diagnostic means to confirm rule and equipment violations.
  - i. **ANY COMPONENTS FOUND TO BE IN VIOLATION OF THE RULES CAN BE CONFISCATED BY THE INSPECTOR.**
- b. When the driver submits the car for inspection, he certifies that the car meets all requirements contained in these rules. In the event of an official challenging the driver the burden of proof will rest on the driver of the car to show that it meets all requirements of these rules. **The decision of the official as to whether the car complies with the rules will be final. It will not be subject to appeal of any kind.** Tires and wheels may be impounded at any time to check for illegal treatment, branding etc.
- c. Any ARCA Midwest Tour legal and registered car can run at Norway under current ARCA Midwest Tour rules as long as they have competed in at least 50% of completed events with the ACRAMT to that point.

#### 48. Car Appearance

- a. DCRA requires leaving room for series sponsor stickers, contingency sponsor stickers, on windshields, etc. Track sponsor stickers are required to be on fenders to be eligible for such contingencies as “Auto Value” \$1,000 to win and accumulative series points, Championship jackets provided by tire providers, car bodies etc.
  - i. All Late Models, Super Stocks, Stock Cars, 4 Cylinders, and Sport Trucks will have Division Sponsor on windshields and place contingency decals where required by the DCRA Board.
  - ii. If you refuse to run the contingency decal, you will be ineligible for points, pay and contingency prize money for the season.

- b. Cars in all divisions must maintain a tasteful and professional appearance or they will not be allowed to compete.
49. When in pit area, maintain a constant watch for your own safety.
50. Drivers in Late Models must be 16 years old (14 with board approval, we will look at past racing experience).
- a. Drivers in Super Stocks must be 16 years old (13 with board approval, we will look at past racing experience).
  - b. Four cylinder, sport truck, & Sportsman drivers may be 13 years old, with a stamped certified birth certificate, signed by both parents, or legal guardian (Must have Board approval).
51. **Notifications:** *All official notifications and track information can be found at [www.norwayspeedway.com](http://www.norwayspeedway.com). This is the only official website for the Norway Speedway.*

## 52. TRANSPONDERS

- a. The official scoring for Late Models, Super Stocks and Four Cylinders will be via the AMB Electronic Scoring System using transponders mounted on each competitor's car. Every car competing in the Late Model and Super Stock class must be equipped with one (1) and only one (1) transponder compatible with the AMB Scoring System in order to be scored for any event. The transponder must be mounted as follows per class :
- b. **Late Model** The transponder must be mounted on the left frame rail no further forward than 8 inches forward of the rear axle tube, and no higher than 24 inches from the racing surface.
- c. **Super Stock** The transponder must be mounted on the left frame rail no further forward than 23 inches forward of the rear axle tube in the hanging position, and no higher than 24 inches from the racing surface.
- d. The transponder must be hard wired into the ignition circuit so as to be operative any time the ignition is on. (Not to be wired to a separate on/off switch). IT MUST BE ON AT ALL TIMES WHEN ON THE TRACK
- e. It is the sole responsibility of the competitor to insure the proper operation of the transponder at all times.
- f. Any competitor found to be in violation of any part of this policy will be considered to be knowingly engaged in taking part in an unfair competitive advantage (cheating) and will be penalized as follows :
- g. **PENALTY** (Competitor& car) If more than one (1) transponder (operative or inoperative) is found on any competing car or the one (1) and only transponder is mounted further forward than is stated in the policy, the competitor will lose all points & pay for that program and the points & pay retroactive back to the last transponder inspection in which they passed. (Any & all pay awarded to that competitor during that time must be paid back to the club prior to being allowed to compete again.) In addition, the competitor& car will be suspended for 2 weeks & must pass a full tech inspection prior to being allowed to compete again.

**53. RACE RECEIVERS.** Will be required in all divisions effective for the 2021 season.

**54. CLAIM INFORMATION AND/OR INJURY INFORMATION** When involved in an accident involving an injury, inform an official or a Board Member immediately so the necessary insurance reporting will be accomplished. No claims will be considered unless reported prior to leaving the racetrack property that day. If physically unable, your crew must be responsible for this report. After being involved in an accident we recommend that when you are asked by EMT or the Ambulance to be observed in the Ambulance, that you do so. You do have the right to refuse, but if you refuse you will not be allowed to compete in any more races for that evening.

**55. AGE LIMIT.** Anyone under the age of 18 must have a minor's release on file before entering the pit area. This release is a liability release waiver that the minor's parent or guardian must sign, in compliance with insurance regulations. All must sign in and place the car number they are affiliated with after their name.

**56. ROOKIE DRIVER QUALIFICATIONS**

- a. Drivers will start in the back for the first 3 weeks (Subject to DCRA Board Discretion).
- b. Drivers will place a DCRA approved yellow stripe on their rear bumper. 3" wide minimum, bright yellow in color.
- c. Drivers must inform DCRA board they will be running for R.O.Y.
- d. Drivers must be a DCRA club member.
- e. Drivers cannot have raced more than 3 times in that division at any track.
- f. The driver must complete in at least 50% of the programs during the year.
- g. The Driver that accumulates the most championship points is the rookie of the year.
- h. Sportsmanship, ability and attitude will be part of the consideration.

**57. MOST IMPROVED DRIVER**

- a. The driver must be DCRA club member
- b. The driver must have competed in at least 75% of the programs during the previous and current year.
- c. Points standings improvement

**58. LATE MODEL PRIZE MONEY AND PAYOFF PROCEDURE**

- a. Payoff will be the following week. All prize monies will be awarded and paid only to the registered owner or his designee (Social Security # must be on file). Payment or prize monies may be delayed if there is a question regarding the amount or who should receive the monies. All prize monies will be picked up the following week. Pay must be picked up within 2 weeks of the race. Check will be forfeited to the club after 14 days unless the DCRA board is notified for other arrangements. The driver must sign the pay sheet and in doing so accepts the points and pay as correct. Protests can no longer be filed, if you protest, do not

collect your pay or sign and fill out the proper complaint paper work.  
Championship points will be based on the Late Model point chart. Any decals for the event, must be placed in the proper area on the car, or the driver/car will not be eligible for that prize money.

- b. In the Occurrence of a Tie for the Auto Value Challenge Series (LM or SS)
  - i. The first Tiebreaker will be the amount of Feature wins during Series
  - ii. Second Tiebreaker will be the highest qualifying time of the final Auto Value event.

**59.** Non-paying classes have 10 days from previous race to protest points awarded.

**60. Children**

- a. Children 12 and under must be on, in, or near the hauler and trailer at all times
- b. 12 and under must have an escort to the concession stand, bathroom etc.
- c. No Strollers or pulling kids in wagons or carts, no bikes or big-wheels
- d. Children should always be wearing light colored clothing
- e. Junior club members should have very limited responsibilities and should not be exposed to any potential hazardous situations including working under a car or near a running engine
- f. Children 12 and under are not allowed in grandstand area of the pits
- g. Children must wear an arm band and parents sign a waiver
- h. Never stand in front of a racecar as it is entering a pit slab or anywhere else.
- i. All children, regardless of age, must pay for insurance purposes.
- j. All rules Apply to practice day as well
- k. Any violation of the above will result in the parents and child being removed from the pit area without refund.
- l. If you see any violations of the above please report them to the speedway officials immediately. Norway Speedway

**61. Tiebreakers for Championships will be decided by:**

- a. Number of A Feature wins,
- b. Top 5 A feature finishes
- c. Most A feature starts.

**62.** In the event of a suspension both DRIVER AND CAR are suspended. No points or pay will be awarded to either until suspension is lifted.

**63.** In the event of disqualification cars/drivers finish positions will not change. Example: 1<sup>st</sup> place gets DQ'd, 2nd place does not move into 1st place. All money that would have been awarded to the DQ'd position will be place back into club's general fund

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**Coca-Cola Late Model - Auto Value Super Stock - use A feature point structure for their**

**feature**

\*\* Updates are in red.







#### 64. Car Appearance

- a. DCRA requires leaving room for series sponsor stickers, contingency sponsor stickers, on windshields, etc. Track sponsor stickers are required to be on fenders to be eligible for such contingencies as “Auto Value” \$1,000 to win and accumulative series points, Championship jackets provided by tire providers, car bodies etc.
  - i. All Late Models, Super Stocks, Stock Cars, 4 Cylinders, and Sport Trucks will have Division Sponsor on windshields and place contingency decals where required by the DCRA Board.
  - ii. If you refuse to run the contingency decal, you will be ineligible for points, pay and contingency prize money for the season.
- b. Cars in all divisions must maintain a tasteful and professional appearance or they will not be allowed to compete.

65. When in pit area, maintain a constant watch for your own safety.

66. Drivers in Late Models must be 16 years old (14 with board approval, we will look at past racing experience).

- a. Drivers in Super Stocks must be 16 years old (13 with board approval, we will look at past racing experience).
- b. Four cylinder, sport truck, & Sportsman drivers may be 13 years old, with a stamped certified birth certificate, signed by both parents, or legal guardian (Must have Board approval).

67. **Notifications:** *All official notifications and track information can be found at [www.norwayspeedway.com](http://www.norwayspeedway.com). This is the only official website for the Norway Speedway.*

#### 68. TRANSPONDERS

- a. The official scoring for Late Models, Super Stocks and Four Cylinders will be via the AMB Electronic Scoring System using transponders mounted on each competitor’s car. Every car competing in the Late Model and Super Stock class must be equipped with one (1) and only one (1) transponder compatible with the AMB Scoring System in order to be scored for any event. The transponder must be mounted as follows per class :
- b. **Late Model** The transponder must be mounted on the left frame rail no further forward than 8 inches forward of the rear axle tube, and no higher than 24 inches from the racing surface.
- c. **Super Stock** The transponder must be mounted on the left frame rail no further forward than 23 inches forward of the rear axle tube in the hanging position, and no higher than 24 inches from the racing surface.
- d. The transponder must be hard wired into the ignition circuit so as to be operative any time the ignition is on. (Not to be wired to a separate on/off switch). IT MUST BE ON AT ALL TIMES WHEN ON THE TRACK

- e. It is the sole responsibility of the competitor to insure the proper operation of the transponder at all times.
- f. Any competitor found to be in violation of any part of this policy will be considered to be knowingly engaged in taking part in an unfair competitive advantage (cheating) and will be penalized as follows :
- g. **PENALTY** (Competitor& car) If more than one (1) transponder (operative or inoperative) is found on any competing car or the one (1) and only transponder is mounted further forward than is stated in the policy, the competitor will lose all points & pay for that program and the points & pay retroactive back to the last transponder inspection in which they passed. (Any & all pay awarded to that competitor during that time must be paid back to the club prior to being allowed to compete again.) In addition, the competitor& car will be suspended for 2 weeks & must pass a full tech inspection prior to being allowed to compete again.

**69. RACE RECEIVERS.** Will be required in all divisions effective for the 2021 season.

**70. CLAIM INFORMATION AND/OR INJURY INFORMATION** When involved in an accident involving an injury, inform an official or a Board Member immediately so the necessary insurance reporting will be accomplished. No claims will be considered unless reported prior to leaving the racetrack property that day. If physically unable, your crew must be responsible for this report. After being involved in an accident we recommend that when you are asked by EMT or the Ambulance to be observed in the Ambulance, that you do so. You do have the right to refuse, but if you refuse you will not be allowed to compete in any more races for that evening.

**71. AGE LIMIT.** Anyone under the age of 18 must have a minor's release on file before entering the pit area. This release is a liability release waiver that the minor's parent or guardian must sign, in compliance with insurance regulations. All must sign in and place the car number they are affiliated with after their name.

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- g. The Driver that accumulates the most championship points is the rookie of the year.
- h. Sportsmanship, ability and attitude will be part of the consideration.

**73. MOST IMPROVED DRIVER**

- a. The driver must be DCRA club member

- b. The driver must have competed in at least 75% of the programs during the previous and current year.
- c. Points standings improvement

**74. LATE MODEL PRIZE MONEY AND PAYOFF PROCEDURE**

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- g. Children must wear an arm band and parents sign a waiver
- h. Never stand in front of a racecar as it is entering a pit slab or anywhere else.
- i. All children, regardless of age, must pay for insurance purposes.
- j. All rules Apply to practice day as well
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- l. If you see any violations of the above please report them to the speedway officials immediately. Norway Speedway

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- c. Most A feature starts.

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**Coca-Cola Late Model - Auto Value Super Stock - use A feature point structure for their**

**feature**

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