



Russell's M40 Speedway

General Rules for All Classes



SAFETY

1. It is the driver's responsibility to look over and upgrade all personal safety equipment: a full containment seat highly recommended, a head and neck restraint, a fuel cell with all of the proper check valves in place, an up-to-date fire suit including proper undergarments, gloves, socks and shoes that are SFI/I approved, and Snell 2015 rated are highly recommended.
2. All cars will be equipped with a minimum 5-point seat belt harness with 3" wide belts. All belts should be properly mounted and should be no older than 3 years.
3. A taut driver's side window net with quick release is required.
4. Driver must be able to enter/exit both doors through window openings.
5. Rear windows must be completely see-through or removed per individual class requirements.
6. An approved headrest will be located directly behind the driver's head with the driver normally seated.
7. All roll bars near the driver must be well padded.
8. All foot boxes and firewalls (if applicable) must be steel, recommended 22 gauge minimum.
9. All cars will have jack stands in use when anyone is working under a car.
10. All drivers in all classes must wear an approved fire suit, helmet, gloves, neck support, and shoes.

RACE RULES

1. Noise Abatement. There is a 100-decibel noise limit on all cars. NO EXCEPTIONS. All cars in all classes will have working mufflers.
2. RACEceivers are Mandatory any time a car is on the track. Failure to have a working RACEceiver may result in the driver being black flagged from that event. Check your batteries.
3. Transponders. It is the driver or crew's responsibility to pick up and properly secure the transponder to the car. Transponders will be signed out at the pit gate before entering the facility. Cars entering the track without a transponder will be black flagged and will not be allowed back on the track until the transponder is in place. Transponders must be mounted on the rear end of the car, away from where the exhaust exits, in a vertical position. There must be no metal or suspension parts directly below the transponder.
4. Radios/Electronic Communication Devices. No electronic communication devices are permitted in the car or anywhere on the driver. This includes live video devices.
5. Traction Control. Traction control devices are illegal at the Russell's M40 Speedway. Penalties for this infraction may be loss of earned payout for the event, loss of all points accumulated for the season, and up to a one-year suspension from participating at the track.
6. Tire Soaking/Tampering. Tire soaking/tampering is illegal at the Russell's M40 Speedway. Routine testing of tires may occur over the course of any season. If the certified lab results show the tire sample submitted has been altered, the driver will forfeit their earned payout and points for the night the sample was taken as well as receive a four-week suspension from participating in the

next four events scheduled for that class. The driver will be fined \$500 which must be paid before being allowed to race again at Russell's M40 Speedway. If the tire sample submitted is found to be clean, all points, money and a new tire will be given to the driver. Drivers refusing to allow a tire to be confiscated by the track for testing will forfeit his/her pay and points for the night and incur a four-week suspension from participating in the next four events scheduled for that class.

Specifications.

1. All fuel cells in all classes, except Factory Ford class, will be 8" off the ground or be 100% above the frame rails. There are no exceptions. All fuel cell caps shall have the car's number on them.
2. No mirrors of any kind.
3. Lead ballast will be painted white with the car number on each piece. No cement, mercury, or liquid style weight is allowed. All weights will be securely bolted to the car.
4. Drive shaft hoop required on all RWD cars and positioned on the forward half of the drive shaft. The drive shaft must be painted either silver or white.
5. All cars must be equipped with a working starter.
6. The battery must be located behind the driver's seat and be securely mounted and covered. Except for Factory Ford class.
7. All cars in all classes will have a battery/fuel cutoff switch that can be accessed from outside the car.
8. No clip-on wheel weights of any kind; all wheel weights must be removed.
9. Any rub rail will have all sharp edges removed or mitered back and will be attached with smooth fastener heads.
10. No antifreeze in radiators. Environmentally friendly coolant or lubricant, such as Water Wetter is allowed.
11. Entering the Track. Cars in the lower pit may only enter as directed by the pit steward. Cars in the upper pits may only cross over into the lower pits when directed by the turn 4 flagman. You must circle the lower pits to get in line to enter the track.
12. Exiting the track. Cars MUST enter the lower pits regardless of pit location. Cars pitted in the upper pit must enter and circle the lower pits prior to exiting to the upper pits when directed.
13. Cars exiting the track directly to the upper pit will not be allowed to re-enter the track for any other events that night. If this occurs during the feature it will be at the tracks discretion as to docking points, pay or both. This is a safety issue and will be enforced.
14. Changes Impacting Tech. Drivers are responsible for notifying the head tech official immediately if something is changed on the car that would put the car in a different weight category. Drivers caught under this scenario in any type of post-race tech, may lose earnings and points for the entire event. This same penalty applies to anyone changing something on their car after going through tech (changing carbs, raising spoiler height, etc.).

Qualifying.

1. The Speedway uses group qualifying for all weekly classes. This can be done through specified qualifying or from your fastest practice times. From time to time, single car qualifying may be employed; this will be noted on the event schedule.
2. Any driver may only qualify one car per class. No car will be qualified by more than one driver in any class. A completed qualifying session for any driver is when the driver takes the green flag

and completes one qualifying lap. After this point, the driver is eligible to make a driver/car change per the rules but cannot jump in another car to requalify for that event.

Drivers/Cars Not Qualifying.

1. Generally, if any driver/car does not qualify they will start at the tail of their Heat and Feature. The driver will start on the tail of a Heat as determined by the Tower Officials. Break out times for drivers not qualifying will be set to match their fastest time in their Heat race. Final placement in a race for non-qualifiers; however, will be at the sole discretion of the race director and tower officials.
2. Later arrivals will only be given track/qualifying time if the qualifying time has not expired. We will NOT extend qualifying time.

Driver and Car Changes.

1. Whoever drives the first lap of any qualifying session is the registered driver of that car for the entire event. The correct driver, correct car number and the correct class must be provided at the time a transponder is picked up. If a driver misses their qualifying session and is starting scratch at the tail of a heat or feature race, that driver will be the registered driver. A driver change may be made by first notifying officials (in person) in the infield scoring tower; however, switching driving duties back and forth is not permitted.
2. Driver and car changes are permitted only prior to the official start of a race. The official start of a race is when the field enters the track and goes on the front stretch. When determining the official start, one lap does not have to be completed. However, scoring for position does not begin until one green flag lap has been completed. All cars' engines must fire and run one complete lap in order to receive start money and points. After that point, no change of drivers is permitted.
3. Any drivers making a change will go to the tail of the field in the lesser race for which the driver/car combination is qualified (e.g., if the driver is qualified for the A Feature and the car is qualified for the Last Chance, the car with the new driver will start tail of the Last Chance). Points earned will be awarded to the driver starting the race.
4. Failure to notify officials of a change in driver will result in the driver of record for the car (the driver whose name is associated with the transponder for the car) and the substitute driver (when the driver is also competing in any other race during the night) losing all pay and points for the night. Both drivers will be suspended for the next night in which the class or classes are scheduled to race. If races are called off for the night when the suspension is scheduled to be served, the suspension will be served the next night when the class or classes are scheduled to race. Should the rule be broken at the end of the season, the suspension will be served the following season.

Feature Length.

1. The number of laps for each race event is listed on a published event schedule. The schedule is subject to change based on racing conditions and features, at the discretion of the race director, may be shortened by 5 laps if there are less than 12 cars in a feature.

Setting the Field.

1. Based on qualifying times, line-ups for heat races, and features are set. Heat races are fully inverted. Features are fully inverted unless notified there will be an adjusted invert.

Line-Ups.

1. If a driver refuses the official's order to take a certain position on the track (i.e., go to the tail of the field, drop back in the field, etc.), resulting in a delay of the race, s/he may be black flagged. If the actions by the driver continue to be inappropriate as seen by the race officials, that driver may lose their points and earnings for that event, as well as face a possible suspension from future racing events. If a driver fails to follow instructions to advance in the line-up following a caution, the race will return to green with the driver in the more rearward position.

Initial Lap of a Race.

1. To reduce reckless driving on the first lap of a race, if there is an obvious car/driver(s) that is the cause of the yellow flag, that car/driver(s) may be sent to the rear of the field.
2. On a yellow or red flag that happens at the start of a race, any car(s) that enter the pits will go to the tail of the field, even though a full lap has not been completed. On a red flag, a driver may exit their car to check their car over; adjustments are limited to those made by the driver without any tools or assistance from anyone in the infield. The driver must be back in their car ready to go when the yellow flag comes out. Violation will result in the car being placed at the tail of the field.

Accidents During a Race.

1. If a car is involved in an accident and can no longer keep going and no extenuating circumstances exist such as smoke or fire in the cockpit, the driver must not loosen any personal safety equipment or exit the vehicle until directed to do so by safety personnel or a track official. Under no circumstance will a driver get out of their car to run down on the track to send hand gestures or throw anything at another car or person.

Personnel Restrictions on the Track.

1. At no time shall any non-competing member, crew member, owner or other person associated with a race car be permitted on the racing surface following the start of a race and prior to the completion of a race without the express permission of a track official. Violation may result in the car being placed at the rear of the field or disqualified. This rule is in place for crew members' safety. During a red flag or lengthy caution period, one crew member may be allowed on the track at the sole discretion of track officials.

Restarts.

1. For any lineups during the race, officials will line up cars based on the computer scoring of the cars from the most recent completed lap, unless any obvious exceptions occur (transponder didn't pick up, etc.). On the last lap and ONLY for the victory, officials will use all necessary means (scoring system, videos, photos, etc.) to determine the winner.
2. The car(s) causing the caution flag will be put to the tail in the order in which they completed the last lap. If a driver takes responsibility for the contact that caused the caution (when more than one car is involved), only the driver(s) taking responsibility will go to the tail. Drivers will have

two laps under caution to tap out (arm out the window and tapping the roof of the car while passing under the flag stand). Track officials may automatically “tap out” the driver in the event an involved driver goes to the pits as a result of the caution. If an incident occurs prior to one lap having been completed and a full restart is needed, all cars will return to their original starting positions. Any cars having exited the track for the pits will start at the tail upon returning. In the instance of a multi-car dust up, no penalty will be assessed to a car that isn’t directly involved (for example, the driver tried to stop or avoid and were caught up in the incident through no fault of their own). This does not include disregarding caution lights/flags and contributing to the crash by continuing at race speed after the caution flag has been thrown.

3. There is a start/restart line located in turn 4. On any start/double file restart the front row cars must be side by side when they get to the line. If the flagman is satisfied with the start, he will throw the green flag. If the second-place car or any cars further back jump the green, the flagman will, at his discretion, not throw the green. A full restart will be required. If this is attempted 2 times with no green being thrown, the offending car(s) may be moved to the tail of the field.
4. The start line is in turn 4. The field will maintain caution prestart speed until this line or until the green flag is given. At NO time will the lead cars accelerate in turn 3, the backstretch, or before crossing the start line.
5. Heat restarts will be single file for all classes. Feature restarts will be Madhouse double file restarts. When a caution occurs with 10 or less laps remaining, the restart will be single file.
6. Choose cone. Features may employ a “choose” cone after the cars are set in the correct position. When coming to the cone, located at the start finish line, each car will choose the inside or outside line. If a car hits the cone they will be moved to the end of the longest line and forfeit their choose ability.
7. Caution and lap down cars. Cars involved in the caution and sent to the rear of the field will not be allowed to advance their position because of the choose cone. They will start at the tail of the lead lap cars. Cars a lap or more down will also not participate in the choose cone and will lineup behind the lead lap cars in a standard double file format.

Break Out Rule.

1. Each driver has a breakout time. The breakout time is the driver’s qualifying time less two-tenths of a second. If during any race a driver runs two laps under their breakout time, the driver will be black flagged. If this occurs in a heat race, the driver is done for that race; the driver’s breakout time for the feature will be reset based on the heat race. A driver will never be moved into the inversion. If this happens in a feature the driver will be black-flagged and must move over or enter the pits and take the tail of the field. At the discretion of the Race Director the driver may be notified and moved to the tail at the next caution. At that point a driver is exempt from breaking out again. Drivers choosing to start at the tail of the race are not exempt from breaking out. Drivers arriving late and not having a qualifying time, will have their official track time set from their fastest heat race time. This time will not be used to move them into the inversion.

Time Limits.

1. Every race will have a time limit of one minute per lap; however, no race will be called official before reaching the halfway point. If a race has reached its time limit and half of the race or

more has been completed the next caution will end the race. Final scoring will revert back to the last completed lap with the caution car(s) being moved to the tail of their lap. If the caution is out when the time limit is reached and half of the race or more has been completed, then there will be one more attempt to complete the race; the next caution will end the race if it comes before the scheduled distance. A race will not end as a result of a caution for a false start. At the discretion of the Race Director the race time may be extended due to a longer than normal caution cleanup.

Program Cancellations.

In the event that weather or some other factor causes the program to be cancelled the following apply.

1. Any race underway will be considered complete and official if it has reached the halfway point.
2. Points will be given for all completed events. For example, if qualifying was complete, 2 classes had run their heats and the third class had run one of their two heats then complete points would be given for qualifying and the heat race points for the classes that completed their heat races. Heat points would not be given for the class that only completed one of their two heats.

Caution Following Checkered.

In the event that one or more cars cross the finish line and receive the checkered flag and then a caution comes out, the race will be considered complete. The race will then be scored as follows:

1. The cars that have crossed the finish line and received the checkered flag will be scored in the order they crossed the line.
2. The cars that did not cross the line before the caution lights came on will revert back to the last completed lap for their scoring (provided they cross the line under caution and take the checkered flag) with the exception of the car(s) that caused the caution and/or any car that did not maintain a reasonable speed on the last lap.
3. Car(s) directly involved in the caution will be placed on the tail of the lap they were running.

Rookie of the Year.

To be eligible for Rookie of the Year in any class, a driver cannot have competed in the class the previous season. Drivers who have competed in a higher class for more than 3 events in the previous season and moved to a lower class will not be considered for Rookie of the Year in the lower class.

Scoring of Ties.

Ties in qualifying should not occur due to the scoring program time decimal accuracy. If by chance a tie does occur the car/driver with the higher overall finish average will take the higher position.

DRIVER/CREW CONDUCT AND CONDITIONS

1. All drivers must be at least 16 years of age with a valid driver's license, ID or birth certificate and have a minor participant form notarized and signed by a parent or legal guardian. Drivers under this age may seek a special exemption from the Speedway Owner.
2. No alcoholic beverages, marijuana or controlled substances are to be consumed before or during races by anyone entering the pit area.
3. Russell's M40 Speedway officials reserve the right to not allow the entry of any person, driver, or car into the pit area.
4. General misconduct in the pit area may result in penalties, suspensions, fines, or the matters may be turned over to the proper authorities for legal action.
5. Rule changes or interpretation of rules is at the discretion of track officials.
6. The decision of track officials is final.
7. The driver assumes responsibility for the actions of his or her pit crew. Drivers may be issued penalties for pit crew misconduct. Such penalties, if applied, may extend to both the car as well as the driver.
8. All drivers and teams are expected to act professionally and courteously while at the track as well as on non-race days during the season. Speedway officials ask that drivers and teams be fair and considerate on social media to all involved parties of any racing or other incident. Drivers are the stars of the Russell's M40 Speedway and are followed by thousands of followers, many of whom are children. The use of improper language or gestures as well as negative social media postings may result in suspensions from participating at Speedway.
9. Physical or verbal abuse and/or use of improper gestures directed at any Russell's M40 Speedway official, other competitors or fans is prohibited and subject to suspension, loss of points and earnings for that event.
10. Unsportsmanlike driving, rough driving, swerving and/or unnecessary bumping during a racing event, a caution flag or after the checkered flag has been displayed is prohibited and may result in removal from a race, loss of points and/or earnings. Flagrant and/or repeated unsportsmanlike conduct on the track or in the pits may result in suspension. This suspension may span the off season and be completed in the following season.
11. Fighting in the pits or on the racetrack premises at any time is prohibited and the participants involved may be subject to suspension, loss of points or earnings for that event. Suspensions will be strictly enforced for fighting or any other acts the management of Russell's M40 Speedway deems inappropriate. When situations warrant, matters will be handed over to the Russell's M40 County Sheriff's Department to be prosecuted to the fullest extent of the law.
12. Russell's M40 Speedway reserves the right to deduct from a driver's earnings any fees owed to the track for any safety systems, pit stalls, track rentals, tires, race fuel, etc.
13. Russell's M40 Speedway officials reserve the right to request a doctor's release at any time for a driver to participate at Russell's M40 Speedway.
14. Drivers are expected to remain current on rules and/or policies which may change over the course of a season. Changes will, minimally, be posted on the Speedway website.