

2010 General Rules and Procedures

*Please note these rules are subject to change.

Changes or Additions for 2009 are in red, italics and bold.

All rules are effective January 1, 2010

****This publication supersedes all previous rulebooks and rule updates. This rulebook will remain in effect until the 2011 rulebook is produced. These rules and/or regulations apply to all Susquehanna Speedway Park events. SSP management reserves the right to amend and/or alter any of these rules and guidelines as it deems fit during the season.***

SSP Mission Statement

The Susquehanna Speedway Park is a place for family entertainment dedicated to provide a fun and affordable racing opportunity in which anyone (experienced and inexperienced) can compete. This rules set forth are an attempt to fight the high costs involved in racing and the rules will be strictly enforced to ensure cost control and containment. The technical inspections will be enforced fairly and consistently without prejudice towards any drivers.

Letter to All SSP Participants:

Thank you for your interest of the racing events at the Susquehanna Speedway Park ("SSP"). The SSP management and officials are dedicated to the highest standards of safety and cost containment from which rules are interpreted and enforced. At SSP, we are promoting a "family-oriented" sport and all participants are to conduct themselves accordingly.

There are a few points you should think about when preparing for the 2010 Racing Season at the Susquehanna Speedway Park:

1) **Varying Race Procedure Rules** - Throughout the world, the race procedures, lineup procedures and other racing rules may vary from speedway to speedway. If you are racing at the Susquehanna Speedway Park for the first time, please be sure to attend the driver's meeting and ask questions if you are unsure about something. Remember, the driver's meetings are held for you, the driver.

2) **Traveling from different states to race** - If you are going to travel from a different state or long distance to race, it is a good idea to call the speedway before you leave to make sure that a race has not been cancelled. It is very frustrating to travel 500 miles only to learn that the gates are all locked up.

3) **Buying used racecars** - When buying a "used" racecar, please be sure to read this rulebook very carefully to make sure that your car adheres to all of the rules. Remember, you are responsible for the car, even if you just bought it "used." We recommend that you contact your local technical inspector to see if parts on your car are "legal" before you begin racing.

The sport of racing has proven to be fun for the entire family. It is an opportunity for you to learn more about racing and make new friends. There are many great racing opportunities that you should consider. Good luck and have a safe, fun and prosperous racing season.

Sincerely,

Todd & Rhonda Fisher

DEFINITION OF TERMS USED:

1. **"Stock" or "Original Equipment Manufacturer/OEM"** - As delivered "new and unaltered" from the original manufacturer such as Ford or Chevrolet.
2. **"Aftermarket"** - Produced by a manufacturer or a fabricator other than original equipment manufacturer.
3. **"Disqualification"** - Unless otherwise defined will mean the forfeiture of all awards, prizes and points earned for and prior to the infraction during the date(s) of the event.
4. **"Competition/Race"** - A contest in which a driver takes part and which is of a competitive nature or is given a competitive nature by the publication of results.
5. **"Event"** - An entire program of competitions or races.

6. **“Participant”** - A driver, car owner, mechanic, pitman, official or speedway employee bearing assigned pit passes duly and officially issued by the speedway.
7. **“Penalty”** - Any condition imposed on a participant for violation (failure to act in accordance) with the rules found in this rulebook. The various types of penalties are defined on page 9.

PREFACE TO THE RULES (Please Read Very Carefully):

The rules and regulations set forth herein are designed to provide for orderly conduct for racing events and to establish minimum acceptable standards and requirements for such events. These rules and regulations shall govern the conditions of all Susquehanna Speedway Park (hereafter also known as “SSP”) events, unless otherwise noted. All participants are required to comply with these rules.

It is the responsibility of each competitor to read and understand the contents of this book. If there is a disagreement or dispute regarding the meaning or application of these rules, the interpretation and application of the SSP officials shall prevail. Appeals may be considered by SSP management (refer to appeal procedures section).

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, a spectator or an official. If a driver should be seriously or fatally injured, SSP management reserves the right to impound the car immediately for review and evaluation and may exercise this right at anytime. The car will be impounded for a reasonable period of time.

No pretense is made for having designed a foolproof set of rules and regulations. The ***spirit and intent*** of the rules is the **standard** by which racing at SSP is guided. Event technical inspectors are authorized to decide if an equipment change is an attempt to circumvent these rules. These officials can and will disqualify an entry in violation of the spirit and intent of these rules. Since it is impossible to anticipate every potential circumstance, a tech inspector or track official shall have the right to initiate action correcting a hazardous condition or a condition not in compliance with the spirit and intent of these regulations. Decisions are to be based on “common sense”, consistency, impartiality and fair play. Continuous developments in racing may necessitate changes that we cannot anticipate at the time the rules are formulated.

Any rules updates or safety bulletins established by the SSP management, after January 1, 2010, for the purpose of implementing, interpreting or enforcing these rules will be deemed as part of and will supersede these rules. All personnel or representatives are required to enforce these rules. All participants are required to abide by such rule update or safety bulletins immediately from the date of release unless otherwise specified.

SSP officials reserve the right to impound any racecar or remove any component on a racecar (including the engine) at any time. **Illegal components will be confiscated and become the property of SSP.** All competitors must remain in good standing with SSP in order to remain eligible for competition.

The Susquehanna Speedway Park is private property. Any person on this property without the permission of the management of the Susquehanna Speedway Park is guilty of trespass and subject to the penalties prescribed by law. Through the purchase of a pit pass or admission ticket, a person is given the authority and the right to be on this property in conjunction with the related racing activities. However, management reserves the right to revoke or cancel this authority at any time that it feels that person’s presence or conduct is not in the best interest of the sport of auto racing, fellow competitors, the fans, management and the employees of the speedway.

TRACK LICENSES (Competitors):

In consideration of acceptance by the Susquehanna Speedway Park of the license application (annual or temporary) and payment of license fees, the signee agrees to abide by all rules and regulations of the Susquehanna Speedway Park as to conduct and mechanical specifications, as now published in this Rulebook or hereafter modified. SSP reserves the right to alter or amend these rules and/or regulations at any time in the interests of safety, cost control and/or fair competition.

All competitors must possess a valid SSP license in order to be permitted to compete in any SSP event. Without a license (“card”) in their possession, that competitor may be **denied participation** in that SSP event, unless they receive prior approval directly from SSP in writing or when they sign up at the event. If a membership card is lost, please contact the speedway offices immediately and a replacement card will be issued for a fee of \$10.00.

A competitor may purchase a temporary license (one day) instead of an annual license. The price for the temporary license will be the same as the pit pass fee for non-competitors for that specific night.

Application forms for a license may be obtained from speedway offices or online at www.sspracing.net, of which is solely responsible for issuing and processing such licenses. The license forms must be fully executed, signed by the applicant, and accompanied by the appropriate funds. The mere acceptance of a license application form does not constitute the issuance of or approval by SSP of such application. SSP may deny a license to any applicant for any reason. Applicants will be advised in writing by SSP whether their application for a license has been approved.

All licenses are in effect as of the date of issue and are on a calendar year basis beginning January 1 and expiring December 31 of that year unless otherwise noted.

SSP license holders are independent contractors and are neither agents, servants, nor employees of SSP. SSP license holders assume and take full responsibility for reporting and paying to the appropriate authorities all charges, premiums and taxes, if any, due or payable on funds SSP license holders may receive as a result of their participation in SSP events.

If proof of driving ability is deemed necessary, driving tests may be conducted at the discretion of SSP management. The test may deny an applicant from becoming a license holder until he or she receives proper instruction and experience to race.

When deemed necessary, SSP management may require a physical examination of the applicant or license holder. It is the responsibility of every competitor to notify race officials of any medical condition that may be worsened by participation at that particular event. Permission to compete following such notification does not create an assumption of liability on the part of the speedway's race officials.

Track Licenses for Ages 18 and under:

If the applicant is under 18 years of age, a birth certificate and prior racing resume must be filed with the SSP license application. Any driver under 18 years of age must receive **approval** to compete from the speedway's promoter/owner prior to the race in order to be eligible to race at that track. The speedway management's decision is FINAL.

Releases and Indemnity Agreement:

Every competitor, official, worker and participant who is issued a pit pass or other such credentials permitting access to the pits and speedway must first sign a Release and Indemnity Agreement as provided by the speedway. It will be considered a serious breach of these rules to enter such restricted areas of the speedway without first signing such Release and Indemnity Agreement, to secure a pit pass or other credential under false pretenses or to transfer such a credential to any other person.

ASSUMPTION OF RISK:

Each participant in competition has the responsibility to assess the safety aspects and conditions (defects, obstructions or anything else in their opinion is unsafe) of SSP and that participant assumes the risk of competition. Any participant entering an event or competition is considered to have inspected the track and its facilities and to have determined that conditions are satisfactory for them. If not, a participant's concerns should be brought to the attention of the management of that event before the participant competes in any on-track activity. If they are not comfortable with management's handling of the situation brought to their attention, then that participant SHOULD CHOOSE NOT to compete at that event any further. No insurance coverage is provided for any participant vehicles in the pit area.

The SSP participants fully understand that operation of any racecar exposes them to risks of death, or serious bodily injury. The SSP participants voluntarily assume these risks. The Susquehanna Speedway Park employees and officials assume no responsibility for damage to or loss of equipment, vehicles or any parts whatsoever.

License Holder Infractions:

The penalty for falsification of a SSP license card, loan of the license card to another party, participation under a fraudulent use of credentials, including loaning of a license card(s) for gaining access to an event or for discounts, could be cause for suspension of their license for a minimum of one (1) year.

SSP OFFICIALS' DUTIES:

Every SSP employee and official is expected to conduct him or herself in a positive manner that will reflect credit on the sport of automobile racing and on SSP. SSP management may remove an official's appointment or may penalize that official if they fail to conduct themselves properly. All SSP participants agree to abide by the official's decisions until the decisions are appropriately appealed.

A. Race Director:

The Race Director is responsible for the overall orderly administration of an SSP event. The Race Director has the responsibility of administering, interpreting and enforcing the rules as defined in this rulebook. The Race Director is responsible for executing the program of competition and other activities by directing the drivers and their cars, officials and their assistants, and other participants.

B. Chief Starter:

The Chief Starter is the person at an event who is directly responsible for the conduct of the "on track" racing events. The Chief Starter is also responsible for settling protests and disputes related to "on-track" activity and procedures, supervising the event and along with SSP management, determining whether conditions are safe to continue the event (altering the schedule for reasons of safety or forces beyond their control) or postponing the competition. The Chief Starter must settle all disputes developing as a result of race procedure rules at the track.

C. Technical Inspector:

The Technical Inspector is responsible for checking cars for safety, eligibility and legality. It is the technical inspector's responsibility to interpret and administer the rules as contained in this rulebook consistently, impartially and fairly with all participants. The Technical Inspector may order inspection of any car at any time to verify its eligibility and legality. The Technical Inspector will conduct inspections and will report to the Race Director about any cars that he/she finds to be unsafe, ineligible or illegal during the course of an SSP event. The Race Director, if appropriate may overrule their decisions. The Technical Inspector shall conduct tests with current issues and provide research and development of new products and techniques to enforce the rules of the track.

ADVERTISING AND RELEASE:

In consideration of entering into any SSP event, participants and employees and officials agree to permit SSP and its assigned, the use of names and pictures of themselves and/or pictures of their car for publicity, advertising, endorsements, both before, during and after any SSP event, and relinquishes any rights to photos and video taken in connection with SSP events, and consents to the publication or sale of such photos and video as SSP so desires.

INCLEMENT WEATHER / CANCELLATION OF AN EVENT:

In the event of rain or other conditions, it may be necessary for SSP management to adjust the order of the event schedule, length of races, practices and qualifying sessions, or to stop the program completely. Should this occur, the management shall make every effort to resume the schedule in a timely fashion if conditions improve. It is their sole discretion as to what decision they make and their decision is final.

Rain Check Policy: Cancellation or delay of an event will be the speedway management's decision. **No money will be refunded for tickets or pit passes purchased.**

Grandstands: The ticket stub shall be used as the rain check. In the event that an event is cancelled, rain checks will only be honored. In the event that an event is cancelled, rain checks will only be honored if **all** qualifying races for all divisions have not been completed. All races completed will be scratched and will **not** be rescheduled (EIRI – special events). Rain checks for the grandstands will be honored for one of the next two scheduled events of equal or lesser value. If the rain check is used for an event of greater value, then the holder will be responsible for making up the difference in value.

Pits: The armband with the appropriate numbers shall be used as the rain check. In the event that an event is cancelled, rain checks will only be honored if **all** qualifying races for all divisions have not been completed. All races completed will be scratched and will **not** be rescheduled (EIRI – special events). Rain checks for the pits will be honored for one of the next two events of equal or lesser value. If the rain check is used for an event of greater value, then the holder will be responsible for making up the difference in value.

If the event is rained out or cancelled after all qualifying races have been completed, then the remaining feature events will be run at a later announced date. This date will probably be the next race event scheduled and the make-up features will be first on the program (before any qualifying heats scheduled for the regular event). Only drivers qualified for the cancelled event will be eligible for the make-up feature (EIRI – in case of an injury to the qualified driver). **Rain checks will not be issued for events when the make-up features of any division are held.**

Feature Event Completion - One lap past the halfway point in a feature shall constitute a complete race in the event a race is stopped due to bad weather. If a race is stopped by use of the red flag and is ruled complete (no matter how many laps are complete), the finishing positions will be paid according to the last officially scored lap by the leader prior to the red flag.

MEDICAL ATTENTION / INJURIES:

It shall be the personal responsibility of all participants to refrain from taking part in any SSP event if they have been injured, are under the influence of alcohol or any controlled substance, or are in any way other than medically fit. SSP management, at their sole discretion, may deny participation of a person based on past medical conditions that may affect the safety of that person or other participants at an SSP competition.

It is the personal responsibility of all participants to report any injuries suffered at an SSP event BEFORE leaving the property of the speedway where the injury occurred. The participant must have an accident report filled out and given to SSP management and/or pre-designated representative before leaving the premises. Failure report an injury prior to leaving the speedway may nullify all injury claims to the speedway's insurance policies.

If you have any questions or concerns, please contact the SSP offices for clarification. Certificates of insurance are available for review upon request. Policy reviews and/or additional insured can be arranged at a prevailing cost.

Injured individuals may follow-up on their claims by contacting the speedway office for the insurance company phone number and contact name. Participants may obtain blank copies and/or their accident report forms upon request from the speedway offices.

The Susquehanna Speedway Park has secured an insurance policy covering participants only while they are taking part in a Susquehanna Speedway Park event.

- 1) **Excess Medical** - provides limited excess individual medical coverage over a participant's personal insurance policy (\$500 deductible)
- 2) **Accidental Death & Dismemberment** - provides accidental death & dismemberment due to a racing related accident occurring during a Susquehanna Speedway Park event only.

As an SSP license holder, he/she agree that he/she and their beneficiaries, executors and assigns will be entitled to the benefits of the Member Accident Insurance Policy procured by SSP for accidental injuries or death which occur as the result of external, violent and visible means, sustained in SSP events. The coverage of the said policy shall constitute the limit of liability of SSP and TREM, LLC for such injuries occurring to the undersigned in any SSP event, provided proper notification of such occurrence is filed with SSP.

SSP SUBSTANCE ABUSE POLICY:

SSP is concerned about the affects of drug and alcohol abuse upon the health and safety of our participants. SSP recognizes that the abuse of drugs and alcohol results in increased accidents and the need for medical treatment as well as adversely affecting family life. People who abuse drugs and alcohol at a racetrack are not only a danger to themselves, but to their fellow competitors. In light of these concerns, SSP intends to maintain a series free of the problems associated with the abuse of drugs and alcohol and will work towards providing the safest possible environment for all participants and spectators.

In the interest of maintaining the integrity of automobile racing, SSP has established a Substance Abuse Policy and may from time to time conduct tests for drugs and alcohol that may adversely affect a person during the course of any SSP event. In association with any SSP event, it is SSP's policy that it is strictly forbidden for any participant to be involved with the unlawful use, possession, sale or transfer of drugs or narcotics, and further, that participants shall not possess, consume or be under the influence of alcoholic beverages.

In order to protect the interest of SSP, its participants and the general public, SSP may take reasonable measures to find out if illegal drugs or alcohol are located on or being used or consumed upon racetrack property or before arriving on the racetrack property if reasonable suspicion is present. Factors which may establish suspicion include, but are not limited to, significant changes in personality; dramatic mood swings; abusive behavior; reliable reports from other participants or credible sources; unusual, irrational or erratic behavior; difficulty in motor coordination, poor muscle control, unsteady walking, nervousness or slurred speech; impaired short term memory or logical thinking; or the direct observation of drug or alcohol use or discovery of evidence of drug or alcohol use in the participant's vicinity.

The reasonable measures taken to detect drugs or alcohol may include at the discretion of SSP officials or management, but shall not be limited to, the testing for such substances done at the expense of SSP or in certain cases at participant's own expense. Reasonable searches and inspection of a participant's property may be conducted by authorized personnel at the request of SSP officials or management while on the racetrack property.

Compliance with the SSP Substance Abuse Policy is an essential precondition to the issuance of a membership. Any violation of the policy or refusal to submit to the testing, searches or inspections as requested by SSP officials or management, will result in the immediate cancellation of membership and loss of the right to compete in any SSP event for an indefinite period of time. Local, state or federal authorities may also be notified in the event unlawful drug possession or use is suspected. ***All participants (members) are strongly encouraged to seek professional help before abuse of drugs and alcohol at a racetrack is detected and thus before any disciplinary actions are implemented.***

PARTICIPANT CONDUCT:

All participants at SSP events are expected, at all times, to conduct themselves in a professional and non-disruptive manner. Any participant who within the boundaries of the race track facility, in the sole and absolute judgment of SSP management shall have violated the rules and regulations of SSP and will be penalized by the SSP management accordingly for:

- 1) Verbally or physically threatens or assaults another participant, official or other person,
- 2) uses vulgar or derogatory language,
- 3) engages in unsportsmanlike conduct or conduct detrimental to the sport of racing, or
- 4) otherwise creates a condition or circumstance which is unsafe, unfair or out of order.

For those who violate these rules and regulations, SSP management, in their sole discretion, may take action in the form of a penalty or penalties ranging from probation to expulsion. Local, state or federal enforcement authorities may also prosecute physical violence.

Any driver, car owner, crewmember or similar involved in any form or attempt of boycott, strike or other tactic to disrupt, delay or cause any race to be postponed may be suspended indefinitely and up to a \$1,000.00 fine may be imposed. Anyone not agreeing to abide by the rules set forth by the Susquehanna Speedway Park should not participate in the events.

PENALTIES FOR RULE INFRACTIONS:

Any driver, participant or official who violates the rules found within this rulebook or succeeding rules bulletins, attempts to bribe anyone connected with an SSP event, or is party to a fraud or other act prejudicial to SSP and the good reputation of the

automobile racing may be penalized accordingly to the nature of the offense by the Race Director, Chief Starter, Technical Inspector, and/or SSP management directly.

All penalties and disqualifications for technical rules infractions will be given out by the Technical Inspector per the direction of SSP management or if not directed then at the discretion of the Technical Inspector using "common sense, consistency, impartiality and fair play."

SSP management shall have the right to publish notice that it has imposed a penalty and the reasons therefore, and the person or body referred to in such notice shall have no right to act against SSP management or the person publishing the notice. The final determination of penalties will be the decision of SSP management.

Types of penalties that may be imposed for infractions:

- 1) **Probation** - The participant is warned and if another similar infraction occurs during the period of probation, a harsher penalty will be imposed onto that person.
- 2) **Race Penalty** - A penalty such as loss of position (placed at the rear of the field) during or after a race depending on the infraction.
- 3) **Total or Partial Loss of Race Points** - Total or partial loss of track, state and/or national points earned during an SSP event may be imposed.
- 4) **Disqualification** - The Race Director or Chief Technical Inspector may disqualify a competitor from a race, in which case his rights towards any awards in the competition (such as points, money, positions, contingency awards, etc.) are forfeited, and the officials will advance the next competitors in that race accordingly.
- 5) **Confiscation of Illegal or Unauthorized Components** - The use of illegal or unauthorized components on racecar will result in the confiscation of the said components. These components will then become the property of SSP and will not be returned. **Failure to surrender the illegal parts will lead to a minimum two (2) week suspension (mandatory) for the car owner, car and driver.** This will turn into an indefinite suspension until the said illegal component is turned over to SSP management.
- 6) **Fine** - A fine may be imposed. It must be paid within the time period specified or the participant's privileges are automatically suspended under a suspension until the fine is paid. All fines must be remitted directly to SSP management.
- 7) **Suspension** - Only SSP management may suspend a participant's privileges to take part in competition for a definite or indefinite period of time.
- 8) **Total or Partial Loss of Accrued Points** - Total or partial loss of accrued track points earned by a competitor during the season may be imposed by SSP management.
- 9) **Expulsion** - Only SSP management may expel a participant for serious or repeated offenses.

*SSP management, the SSP official or the Race Director, Chief Starter, Technical Inspector shall impose penalties #1 through #5. Only the SSP management shall impose penalties #6 through #9 at its own discretion or at the request of the Race Officials, Technical Inspector or other SSP official. All parties concerned shall be bound by the decision given, subject only to appeal as hereafter provided.

DISPUTE OF A DECISION:

Any dispute, controversy or claim involving participant's conduct, whether or not relating to this rulebook or alleged breach of the same, shall be settled in accordance with the existing and/or amended rules and regulations of SSP, and they agree to accept the decisions rendered by such process. **All disputes developing as a result of track race procedure rules must be settled at the track by the Chief Starter or Race Director before leaving the facility unless otherwise informed by the track officials.**

All SSP participants expressly agree that determinations by SSP officials as to the applicability and interpretation of these rules are non-litigable, and they agree that they will not initiate or maintain litigation of any kind against SSP or anyone acting on behalf of SSP, to reverse, modify or obtain relief from such determination for no purpose other than an act of bad faith with intent to harm the member or license holder. If a member or participant initiates or maintains litigation in violation of this covenant, that person agrees to reimburse SSP for the costs of such litigation, including all reasonable attorney's fees. That participant will also be indefinitely suspended from competition during the entire time of such litigation.

The driver (and their car owner if the driver is under 18 years of age) shall be the **sole** spokesman for the car owner and pit crew in any and all matters pertaining to the event or the cars.

FILING A COMPLAINT:

If an SSP participant should have any concerns about the speedway, an employee or official, certain race procedures, etc., please feel free to contact the SSP management either by phone or in writing.

If an SSP participant feels they have been verbally harassed, verbally threatened and/or physically assaulted by another participant, employee or official should notify the management in writing describing all relevant details and circumstances. SSP management will conduct a thorough investigation concerning the allegations.

RACE PROCEDURES and GUIDELINES:

These will be the rules and procedures for the entire racing season unless otherwise stated differently at the driver's meeting. If a driver should have any questions about the particular procedures at a certain track (such as starts, restarts, lineups, rough driving, etc.), that driver should ask questions at the driver's meeting or direct their questions to the Chief Starter

or Race Director. All "on-track" or race procedural disputes, protests or concerns should also be directed to the Race Director or Chief Starter for the final decision to be settled at the track **during the night of the event after all features have concluded.**

1. CHECK IN: All participants must be checked into the handicapper by the scheduled time of the driver's meeting in order to be eligible for the draw for a qualifying lineup position or to be handicapped except in rare instances approved by the Race - Director. Drivers who may be late due to unforeseen circumstances notify the driver sign in booth by calling (717) 938-9170. You must talk to a person. Do not leave a message on the answering machine if you will be late.

2. DRIVER'S MEETINGS: All drivers must be signed in for the race event by the start of the driver's meeting. If a driver enters the race event after the driver's meeting starts that driver will be relegated to the tail of their respective qualifying or feature race.

3. TECH INSPECTION PROCEDURES: All cars may be required to pass pre-tech before that car can be qualified. Drivers must bring all of their cars through pre-tech (including backups). If a driver should have any questions or concerns about the legality of the car(s), it is the driver's responsibility to talk to the tech inspectors about this question or concern. Post-qualifying and post-race tech will be explained at the mandatory driver's meeting.

4. QUALIFYING: Drivers may not attempt to qualify more than one car in the time trials or the heats. All car changes must be reported to the designated Race Official prior to the lineup of the heat races or main races. Drivers may attempt to qualify a different car from the rear of the consolation event, only after relinquishing any position gained and points earned with their first car qualified. Nor driver/car will be permitted to run in the rear of a heat race solely for the purpose of testing or practice.

5. PRE-RACE LINE UP: All cars will line up in the designated staging area prior to their respective time trials, heats, and feature races. Any car not staged and ready to go when the race is called on to the track will not be permitted to start the race or will be relegated to start in the rear of the field at the discretion of the designated Race Director. If a car cannot make a call for a heat, it cannot start in another heat race (EIRI - "Except In Rare Instances"). Drivers may not substitute with a car that has already been qualified. Driver and car are considered one for the entire event unless the SSP Race Director is notified of a change. Once a car is scratched from the event, that car may not re-enter in any more races at that event. In the event that a car drops out of the line up before the green flag drops, the cars behind that car will be moved straight forward (no crossing of the rows).

6. INITIAL RACE STARTS: All initial race starts will take place at the designated line between turns three and four when the green flag is dropped. All initial starts will be double file starts at a consistent medium speed until the front row passes the designated starting "fire" line. At this time, all cars may begin racing and passing. If no laps have been completed with the green flag displayed, then there will be a complete double-file restart with the car(s) causing the caution and/or involved in the incident to bring out the caution being placed at the rear of the field (regular accident rules prevail).

When the pace car lights go out, the race will be going green the next time past the designated starting spot. It is the driver's responsibility to be ready to start at this time. All starts and restarts will be at a **consistent medium speed**. This speed will be set by the pace car. The leaders must maintain this speed throughout the entire start or restart. Failure to maintain the proper speed will result in a warning and a complete restart. If a second attempt fails, then the front and second rows will be swapped.

At the discretion of the Race Director, an initial double file start may be relegated to a single file start if the field fails to complete one full lap after the two double file starts in a qualifying race or three double file starts in a feature race.

Double File Restarts – If a car drops out after the initial start but before one lap is complete in the race, that spot will be filled by moving the car directly behind it straight forward (no criss-crossing). If 3 or more cars on the outside or inside rows cannot continue after an initial start and before the completion of one lap, a new lineup will be produced from the chief scorer.

7. RESTARTS: All restarts will take place when the leader passes to the outside of the cone on the beginning of the frontstretch. All cars may pass only after they pass the cone. All restarts will be single file in a nose-to-tail formation maintaining a consistent medium speed if one or more official laps have been scored. Drivers choosing not to go to their designated positions at an official's request may be relegated to the rear of the field or to the pits at the official's discretion.

On restarts, any driver caught passing before they pass the cone or knocks the cone on its side will be considered jumping and penalized accordingly. Also, any driver not in the nose-to-tail formation will be subject to all jumping penalties. Anyone considered jumping will be penalized two (2) positions from their original restart position at the next available yellow or at the end of the race (whichever comes first) on the first jump start. If a driver is caught jumping twice in the same race, they will also be relegated to the pits.

All restarts in the Xtreme Stock Car class will be double file. When the one to go sign is displayed, a cone will be placed on the frontstretch. As a driver passes that cone, they must choose the inside or outside row to restart from. Once a decision is made, that driver may not change their mind. If a driver changes their spot after they pass the cone, they will be relegated to the rear for the restart.

8. ACCIDENT RULES: Any driver(s) deemed to be the cause of the caution and/or involved in the incident causing the caution will be sent to the rear of the field for the restart if they are able to continue. If a driver deliberately (at the discretion of the race officials) causes a caution, that driver will be disqualified and black flagged for that race. The Race Director, Chief Starter and race officials will use this rule at their own discretion, based on their view of the incident.

9. TWO SPIN RULE: Any driver that causes two yellow flags per race, for unassisted spins, may be black flagged from the race and relegated to the pits. The Race Director, Chief starter and race officials will use this rule at their own discretion, based on their view of the incident.

10. SPIN OUTS: Drivers that spin out on the track must try to get going immediately and not stop the race. If anyone is deemed to be deliberately stopping a race, they will be black-flagged and relegated to the pits.

11. ROUGH DRIVING: If anyone is observed causing other drivers to spin or lose control of their car, that driver will be warned, penalized or disqualified at the official's discretion depending on severity. PLEASE RESPECT OTHER'S EQUIPMENT!

12. PASSING: It is the responsibility of both the overtaking and overtaken driver to assure safe passing at racing speeds. A driver being overtaken must give the overtaking driver a lane to race. A driver traveling alone may use the full width of the track, but once he/she is challenged, they must choose a lane to race in. Passing may be either right or left depending on the conditions of the moment (not through that car).

13. BLACK FLAG: A black flag will be given to any driver that is losing a part on their racecar, smoking badly or to assess a driver penalty. This includes the loss of the front or rear bumpers. When a black flag is displayed, that driver should seek immediate consultation with an SSP official as for the reason for the black flag. Decisions on black flags will be made at the discretion of the Race Director or Chief Starter.

14. PITTING DURING A RACE: All drivers going to the pits under a yellow must go to the rear of the field upon their return to the race. Any car(s) wanting to return after the race has been restarted may only do so at the next yellow flag period.

15. WORKING ON CARS: All work on the racecar must be done in the pit area or any area that is designated by the chief Starter or Race Director at the driver's meeting. No crewmembers are permitted on the racetrack at any time except if requested to be there by an official. If a car is worked on by its crew (without an official's permission) while it is on the track, then it will be disqualified from that race. Any driver exiting their car will be automatically disqualified from that race unless directed by an official or in an emergency situation.

16. LAPPED DRIVERS: *All lapped cars shall hold their line unless the Chief Starter indicates for them to go to the low line to permit faster cars by them.* On restarts, lapped drivers will remain in the field in their position unless they choose to go to the rear of the field. Drivers choosing to go to the rear will remain lapped. If a driver is shown the "move over" flag (blue with yellow diagonal) for two (2) consecutive laps and does not move out of the racing groove to allow faster drivers to pass, a black flag will be displayed to that driver. Remember, if you were just lapped by the leader, there will be more cars coming!

17. CARS MOVING THROUGH THE PITS: Cars moving through the pits or infield, will do so with extreme caution and at a minimal speed. Any driver which is deemed driving dangerous, erratic or of inappropriately excessive speed for the circumstances will be penalized and/or suspended accordingly. No one (except the driver) is allowed to ride in or on the racecar at any time. Anyone not adhering to this rule may risk immediate disqualification from the entire schedule of events.

18. TIRE REPAIR GRACE PERIOD - If any car is involved in a yellow or red flag situation and receives a flat tire in the FEATURE only, they will be awarded two-(2) laps after returning to the pits to change that tire before returning to the racing surface. It is illegal to make repairs to the racecar while on the speedway. If repairs are made on the track, the car and driver will be disqualified.

19. SAFETY APPAREL: All drivers must wear seat belts, safety suit and helmet when on the racetrack. This includes slow warm-ups, racing, or whenever the car is in motion on the track. Please refer to the "Safety Equipment" section of this book for details.

20. UNSPORTSMANLIKE CONDUCT: There will be no harassment of officials, safety crews, ambulance crews, spectators or other drivers and crews. Any unsportsmanlike conduct on the track or in the pits may result in the suspension of the driver and car. Drivers are responsible for the actions of all pit crew members and will be penalized accordingly for their actions. Anyone who willfully or maliciously uses a race car on the track or in the pits to injure, destroy or damage another person or property will be suspended plus subject to arrest. You are all professionals and are expected to conduct yourselves accordingly.

The driver and pit personnel should stay in their designated pit spaces. Anyone in an argument or fight at another team's pit area will automatically be at fault and suffer the penalties designated to the offense.

21. Drivers may not get out of their cars except in an emergency (such as fire or a fuel leak) or if requested by an official. If you are in a safe place on the infield and the race remains green, **do not take off your helmet or unbuckle your safety harness until you are brought safely back into the pit area.**

22. Use good judgment when your car malfunctions by staying out of the racing groove so as not to hinder others.

23. No alcoholic beverages allowed in the pits. Violators will be suspended for a period of time to be determined by the speedway management. Remember...drivers are responsible for their crew members and may suffer a disqualification for violation of this particular rule!

24. Anyone causing a disturbance at the flagstand or on the track with an official may be suspended.

25. All personal property brought to the speedway by a team MUST be removed with them when they leave. This means tires, racecar parts, drain oil, etc. Please clean up after yourselves. In advance, thank you for your cooperation!

26. Check all drain plugs and gas caps before your race so we can minimize caution periods and be able to give all of the drivers more track time for their events. Your cooperation and attention paid to these items are greatly appreciated by both us and your fellow competitors.

27. The driver shall be the sole spokesman for the car owner and pit crew (unless the driver is under 18 years of age) in any and all matters pertaining to the race or the cars. Only the driver shall take part in any arbitration for matters concerning races with the track officials in charge. The car owner shall only be involved with matters related specifically to the car specifications.

28. PURSE COLLECTION PROCEDURE - Payoff will be made after all cars have passed post race technical inspection to the driver (or pre-arranged designated representative). No purse distribution until technical inspection is final and all protests resolved.

Tax Responsibility – All purse moneys will be paid to the driver. If the car owner is to receive the tax information, it is the driver's responsibility to notify the speedway management in writing prior to December 31 of the year that the money was earned.

29. TIRE DISPOSAL - Absolutely no tires shall be dumped on speedway grounds. All disposal of tires are the responsibility of driver. **Violators will be fined and/or suspended at SSP management's discretion.**

30. Any situation not covered by these rules will be dealt with at the discretion of the race officials and their decision is FINAL.

31. **The most important rule at this event - HAVE FUN!**

SCORING PROCEDURES:

1. **SCORING LAPS:** Every lap is scored when the leader has passed the start/finish line under green flag conditions. If the field completes the first lap under green, the first lap shall be scored and any subsequent yellow flags shall result in the drivers lining up single file in their designated position.

2. **LINEUP AFTER A YELLOW or RED FLAG:** All lineups will be derived from the scorers' lap sheets. All scoring will be done at the start/finish line under green flag conditions. In case of a yellow or red flag situation, cars that have passed the finish line under green flag conditions will be scored on that lap, all remaining cars will revert back to the last completed lap. This eliminates the need to race through an accident, back to the start/finish line. This partial lap will count toward the event's total number of laps. Lapped cars shall maintain their positions in the field in the event of a caution flag. Any lapped car may choose to go to the rear of the field but still remains lapped on the score sheets.

3. **PASSING UNDER THE YELLOW:** Any driver attempting to improve his position while running under the yellow will be warned and returned to its rightful running position and faces possible penalty for delaying the race. Refusal to maintain proper positions will result in a one (1) lap penalty or disqualification from the event.

4. **END OF THE RACE:** When the field has been checkered, the order of finish shall be determined by the number of laps completed and in the order the cars took the checkered flag. If two cars completed the same number of laps, the car that completed that lap first shall be paid ahead of the other car.

FLAG RULES:

1. **Green:** Indicates the entire track is clear for racing. Passing will not be permitted before the green flag is displayed at the designated point.

2. **Yellow:** All drivers must come to the pace car speed (medium and consistent) as soon as safely possible and fall into single or double file nose-to-tail formation behind the pace car. Absolutely no passing under the yellow is permitted unless directed by an official. Racing back to the start/finish line is not permitted.

3. **Red:** All drivers must safely come to a complete stop where they are on the track (bottom), otherwise disqualification may result. Drivers failing to stop immediately will be fined \$50. The second infraction to this rule will be \$100. The third infraction will be a suspension to be determined by the SSP officials. The race will be restarted when it is safe to do so. Remember, use your head, the emergency crews will be rolling and it could be a friend that needs help. Scoring will revert back to the previous lap scored.

The red flag shall be used, in the opinion of the Race Director or Chief Starter, if the track is unsafe to continue to race. Under the red flag, cars that have passed the start/finish line under green flag conditions will be scored on that lap, all other cars will revert back to the last completed lap. If the leader passed the start finish line under green flag conditions, that lap will count toward the event's total number of laps. If there is a red flag condition before one official lap is completed, cars will be restarted in the original starting order with the involved cars to the rear of the line-up. Under yellow flag conditions before the completion of one lap, drivers will slide rows.

During a red flag situation, the Race Director will make a determination if the red flag will be an OPEN or CLOSED stop. Crewmembers may not work on the car under a CLOSED stop. During an OPEN stop, crewmembers are permitted onto the track, at their car, for refueling or adjusting purposes. Crewmembers may work on the car only with tools that can be carried by hand. **There will be no tire or gear changes permitted on the track.** No jacks or jack stands will be permitted on the track. Any car going to the pit area during a red flag or fuel stop will be put to the rear of the field when the race is resumed. Fuel stops will be for five (5) minutes. When the red flag stops end, the car will be pushed off when the track is clear of all pit personnel at the direction of the Chief Starter. Once the field is ordered to resume racing, a maximum of three-(3) laps will be run. If a car is not moving at the end of the three-(3) lap period, the car will be put to the rear of the field.

4. **Black:** The black flag is to be used at the starter's discretion.

Furled and pointing: You have committed a dangerous or unsportsmanlike action. Desist or you will be penalized.

Waving: A driver given the black flag must pull off the track to an official immediately for consultation. Failure to do so within three laps, the driver will not be scored from that point on and face a possible severer penalty.

5. **"Crossed Flags":** The race is at the halfway point.

6. **Blue w/ Yellow Diagonal:** Indicates that a driver is being overtaken by the leader and/or other cars on the lead lap. The driver must hold their racing line on the track to allow overtaking drivers to cleanly pass the lapped driver.

7. **White:** Indicates one lap to go in the race.

8. **Checkered:** Indicates the race is officially completed and all drivers must pass underneath it to be scored on the last lap. A race is not completed until the checkered flag is displayed. A yellow and checkered may be displayed simultaneously, which means be aware of trouble on the track. No person shall have the authority to order a completed competition to be run again.

9. **Checkered/Yellow:** If a race ends with the checkered flag and the caution flag being displayed simultaneously, then all cars crossing the finish line with the caution flag displayed will be scored by the previous lap completed. The winner must cross the finish line with the checkered flag only for the race to be considered official. All cars crossing the finish line under the checkered flag only will be score in those finishing positions. All cars involved in the caution will be scored at the rear of the lap that they were to complete. There is no racing to the finish line with the checkered and caution flag displayed at the same time.

LINEUP PROCEDURES and POINTS:

1. Lineup procedures are determined by the Race Director and drivers are informed accordingly.

2. **Points for a Feature finish will be distributed as follows (unless otherwise designated): 1st=100, 2nd=97, 3rd=94, 4th=91, 5th=88, 6th=86, 7th=84, 8th=82, 9th=80, 10th=78, 11th=76, 12th=74, 13th=72, 14th=70, 15th=68, 16th=66, 17th=64, 18th=62, 19th=60, 20th=59, 21st=58, 22nd=57, 23rd=56, 24th=55, DNQ or DNS=50.**

In order to receive points for a DNQ or a DNS, that driver must at least take the green flag for a qualifying event. A driver just signing in or running practice will not receive points for a DNQ or DNS. A driver having a mechanical problem in practice that prevents them from racing that event may receive the DNS points at the Race Director's discretion. The Race Director must be notified before the driver and car leaves SSP property.

*Disqualifications in a feature event will receive zero (0) points.

End-of-the-Year Tie Breaker Procedures / Criteria:

- 1) Most wins in feature races.
- 2) Highest win percentage (all events).
- 3) Most second place finishes in feature races.
- 4) Most top five finishes (all events).
- 5) Co-Champions (if still tied after all of the above)

3. **QUALIFYING:** Drivers may not attempt to qualify more than one car in the heats. All car changes must be reported to the SSP pit official prior to the lineup of the heat races or main races. Drivers may attempt to qualify a different car from the rear of the next qualifying event, only after relinquishing any position gained and points earned with their first car qualified. Drivers must finish the qualifying race (heat or consolation), meaning "be on the track at the time the checkered flag is displayed and not necessarily on the lead lap," in order to be eligible to qualify for the feature event.

4. **PRE-RACE LINE UP:** All cars will line up in the designated staging area prior to their respective heats and feature races. Any car not staged and ready to go when the race is called on to the track will be relegated to start in the rear of the field at the discretion of the Race Director. If a car cannot make a call for a heat, it cannot start in another heat (EIRI - "Except In Rare Instances"). Drivers may not substitute with a car that has already been qualified. Driver and car are considered one for the entire event unless the Race Director is notified of a change. Once a car is scratched from the event, that car may not re-enter in any more races at that event. Any driver that needs to change cars must notify the Race Director and if permitted to make the change, that driver will start at the tail of the heat or feature.

5. Handicapping Guidelines:

In order to be handicapped, a driver must be signed in before the start of the driver's meeting. A driver entering the race event after the driver's meeting starts will start at the rear of the qualifying heat race. If they qualify in a handicapped spot for the feature, their ranking will be used to determine their starting spot.

The first three racing events of the season for a division will have the heat and feature line-up determined by a blind draw. The first heat race winner will redraw for the inversion for the feature event.

Drivers will be handicapped in qualifying events according to their average points from the last three races. Average points are computed by the number of races competed in over the last three races held divided into total points earned. Drivers will be ranked according to the number of races in which they entered in the last three events held. Drivers with three races will be ranked in the first/top group from the lowest average to highest average. The next group ranked will be driver with two races from the highest average in two event to the lowest. The next group will be drivers with one race ranked from highest average to the lowest average. The final group will be drivers with no races in the last three events ranked from highest total points to lowest total points.

If a driver is disqualified from an event in the last three events and does not earn any points for an event, that driver will be given 120 "ghost" points for the missed events for handicapping purposes only.

If there are 20 or less cars entered for a racing event in a particular class, then two-(2) heats will be run. If 21-30 cars are entered for a racing event, three-(3) heats will be run. If there are 31 or more cars, a fourth heat will be added. Unless announced, all heats will be 8 laps. Consolation events will be either 8 laps (for 10 or less cars) or 10 laps (for 11 or more cars). SSP management reserves the right to run one or two consolation events depending on car count.

If two heats are run, all drivers will qualify with the top four-(4) finishers handicapped to the front.

If three heats are run (with a total of 24 or less drivers), all drivers will qualify with the top three-(3) finishers handicapped to the front.

If three heats are run (with a total of 25 or more drivers), the top 6 drivers in each heat (18 drivers) will qualify with the top three (3) finishers handicapped to the front.

If four heats are run, the top five-(5) in each heat (20 drivers) will qualify with the top two-(2) finishers handicapped to the front.

If an alternate starter is needed to fill the field when two-(2) consolations are run, heat and consolation finishes will be used to determine the alternate starter. If there is a tie, a coin toss will be used to break the tie. SSP management has the option to determine the line-up by time trials or by order of the finish in qualifying events.

If there is less than a full field of cars and a driver shows up late, they may tag the rear of the feature if able before the green flag for the feature is displayed.

TECHNICAL INSPECTION PROCESS:

1. Only the driver and one crewmember with their car are permitted in the tech area (fenced area). All other drivers, car owners, crewmembers, etc. are not permitted in this area at anytime unless approved by the Technical Inspector. Any driver or crewmember without their car found in the tech area without prior approval from the Technical Inspector will be the cause to disqualify their car or cars that that person is affiliated with.

2. REQUIRED FINISHERS AT TECH (subject to change)

Pre-race - With time permitting, the tech area should be open to all competitors that want to have something (ride height, wheel base, legality of a part, cranking compression, etc.) checked before the races begin. **THIS IS STRICTLY VOLUNTARY.** It is highly recommended if you have anything in question. Approval at this stage does not mean that you are legal for the rest of the event (i.e. cranking compression, ride height, etc.) because these are things that may be changed during the course of the

event. ***Pre-race tech may be mandatory at the Technical Inspector's discretion, if all competitors are notified as they arrive to the track.***

Tech inspectors are not required to check the same items on every car in the tech area during technical inspections.

****Failure to report to tech when required will result in an immediate disqualification from that race. If you are unsure about your finishing position, stop to be safe.***

3. Upon request by the Technical Inspector, it is the responsibility of the driver and one crewmember to prepare a car for inspection.

4. Penalties for not passing tech will be at the discretion of the Technical Inspector unless otherwise designated within this rulebook or succeeding rules bulletins. They will notify the driver/car owner and the Race Director of all decisions.

5. Cars damaged or altered after they have been approved at a pre-race inspection may be subject to re-inspection and approval. Upon re-inspection, the Technical Inspector shall have the final authority to make the final decision on the eligibility of an accident-damaged vehicle.

APPEALS PROCESS (for technical rules infraction penalties):

1. Filing an Appeal: Only an SSP driver may file an appeal against a technical (specification) penalty affecting them. Penalties involving "on track" race procedures or judgment calls will not be considered for appeal. Penalties may be appealed by posting \$100 with the Race Director. Appeals must be made in writing, signed by the appellant personally, accompanied by the appeal fee. The Race Director will directly deliver the appeal to SSP speedway management. ***If the above provisions are not followed, the appeal will not be considered.***

2. Notice of the Appeal: A driver giving notice to the Race Director of his intention to appeal a penalty, SSP management will withhold payment of any purse and points, which may be affected pending the outcome of the appeal. The driver must give notice of their "intention" to appeal within **fifteen (15) minutes** of the issuance of the penalty in order to withhold the payment of any purse or points. The formal appeal must be filed with the SSP management within **96 hours** after a penalty has been issued. If no appeal has been received by the SSP management within 96 hours, the purse and points will be issued.

3. Consideration of the Appeal: The SSP management shall decide on behalf of SSP whether or not an appeal should be considered and/or heard based on the facts of the case, and his decision will be final. The SSP management will notify the appealing driver within 14 days of his decision to proceed or not with the appeal.

4. Deferred Penalty Pending Appeal: At the request of the affected driver, the SSP management may determine that the penalty under review shall be temporarily deferred until the appeal of such penalty has been resolved. Otherwise the penalty shall be issued promptly.

If the SSP management temporarily defers execution of the penalty, but later the appeal is denied in whole or in part, the original penalty may be reinstated as of the date of the penalty notice. If this occurs, the appellant will relinquish all prizes, honors, prize monies and points earned during this period of temporary deferral of the penalty.

5. Hearing of the Appeal: The SSP management will establish the most appropriate procedure for hearing the appeal and decide on the appeal himself or appoint an appeals committee. The appeals committee will consist of at least three (3) representatives designated by the SSP management.

The appeals committee shall meet and render a decision on the appeal as promptly as possible. At the time of the hearing, all relevant facts will be heard, persons involved will receive a reasonable opportunity to be heard, and other relevant information will be presented. In the event that a committee member is involved in the appeal, that member will be disqualified from the committee for that appeal. The hearing shall be limited solely to the reason(s) stated in the appeal.

The appeals committee or the SSP management shall not be required to employ technical or formal rules of evidence or procedure. They shall determine the most effective procedures for developing the relevant facts and arriving at a conclusion. Any person failing to comply with the a request by the Appeals Committee or the SSP management will be subject to disciplinary action as determined by the SSP management.

6. Decision of the Appeal: SSP management or the appeals committee will render a decision based on the majority of the committee members concurring to modify the penalty or not modify the penalty. A previously imposed penalty may be waived, decreased, remain the same or increased. If the appeals committee fails to agree on an action to be taken on the appeal, the appeal shall be referred to the SSP management for a final decision. Once the appeals committee or the SSP management determines a decision, that decision is then **FINAL and not litigable.**

7. Notification of the Appeal: Written documentation of the decision will be distributed to the appellant and all parties involved in the appeal. The \$100 appeal fee will only be returned if the penalty is waived or the SSP management decides to return it.

8. Publication of the Decision: SSP management shall have the right to publish notice of the decision and to use the names of the parties involved. The person or body referred to in such notice shall have no right to act against SSP or the person publishing the notice.

SSP may penalize the author of an appeal deemed to be malicious, spiteful, or who otherwise acts in bad faith.

END NOTES:

1. ALWAYS HAVE FUN!!! - Everyone attending the Susquehanna Speedway Park is required to have fun while visiting or participating. Those individuals not enjoying themselves will be made to leave the event and/or take a vacation from upcoming events.

2. This is a professionally-run facility and all participants are expected to conduct themselves accordingly. **Drivers (and their car owner if the driver is under 18 years of age) are responsible for the conduct of all persons connected with the team.** Let's remember that in order for our sport to grow, we need the support of the spectator. Please give all spectators the respect that you would like to receive from them. We want to promote OUR sport as "**A Family Sport.**"

3. Carefully check your car at all times before driving it. Pay particular attention should be paid to loose wheels, a loose seat, loose or damaged suspension parts and loose body panels and parts.

4. When first driving the car, it is highly recommended that you warm the engine up for at least three slow laps and gradually work up to speed. Following that, carefully sense any problems with the car. If you encounter a vibration of any kind, you should pull the car into the pits immediately and have it checked.

5. Our participants will always be "number one" to us, however some very important people are contributing their time and money supporting our racing. Track owners, employees and officials work long, hard hours preparing for racing events at their facilities. They spend money and time encouraging old and new fans to come out and watch you race. PLEASE REMEMBER TO THANK THEM FOR GIVING YOU THE OPPORTUNITY TO RACE.

6. The Press is also very important to our sport. They are doing their part in keeping Short Track Racing in the spotlight. The Press is always looking for information. It is up to us (the speedway and the participants) to provide them with material related to our efforts.

7. Note these rules are subject to change during the racing season. The officials' interpretation of these rules is FINAL.

Updated 1/10/10