



# OCEAN SPEEDWAY

## Race Procedures and Track Rules

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*Please note that any updates to these rules will be posted at [www.oceanspeedway.com](http://www.oceanspeedway.com) and will supersede this document.*

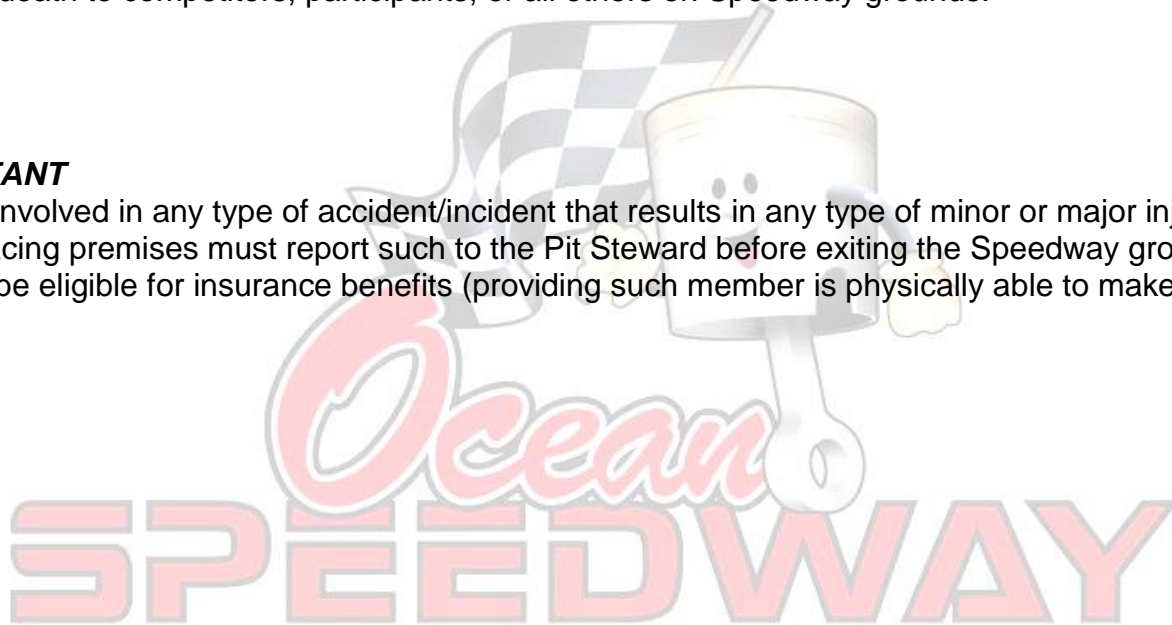
## PREFACE

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of Ocean Speedway racing events and to establish minimum acceptable requirements for such events. These rules shall govern the terms and conditions of all meets at Ocean Speedway. The Technical Rules booklets for each division are an integral addendum to these rules. By competing or participating or entering the grounds during a Speedway meet, all parties agree that they have read these rules thoroughly, understand these rules, accept the rules and other terms and conditions, and agree to be bound by these rules and any existing or issued addenda without exception or limitation. It is ultimately the obligation of each person entering to ensure that they are in full compliance with Speedway rules, terms and conditions and all State, Local or Federal Laws while on Speedway premises.

Many rules are designed to reduce the ever-present risks of injury to competitors, participants and all others during said events on Speedway grounds. No expressed or implied warranty of safety shall result in the publication of or compliance with these rules, regulations, terms and conditions. They are intended as a guide for the conduct of the sport and in no way a guarantee against minor or severe injury or death to competitors, participants, or all others on Speedway grounds.

### ***IMPORTANT***

Anyone involved in any type of accident/incident that results in any type of minor or major injury while on the racing premises must report such to the Pit Steward before exiting the Speedway grounds in order to be eligible for insurance benefits (providing such member is physically able to make such a report).



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## **SECTION 1: LICENSE AND REGISTRATION**

1. All participants must be licensed by Ocean Speedway or an approved association before taking part in any event. An eligible driver is a member holding a drivers license for the division in which he/she is competing in and is in good standing with the Speedway. Licenses must be carried at all times and be presented on demand to any Official or Speedway Management.
2. Management reserves the right to approve or reject any and all applications.
3. Only members in good standing will be allowed a pit permit.
4. Any member who allows any other person to use, or attempt to use their license in any manner will be subject to penalties under Section 14.
5. No person under the age of fourteen (14) years will be permitted to compete, participate.
6. If you are 14 to 17 years of age, you must have minors release from both your parents or guardians to be allowed a pit permit. The approved release form is available from the Speedway and must be completed and signed appropriately by all parties.
7. If proof of driving ability is deemed necessary, tests may be conducted by and at the discretion of Officials, and their decisions shall be binding on applicant.
8. Car numbers are assigned by the Speedway office. The Speedway reserves the right to issue all numbers to prevent duplication and maintain proper records.
9. When a number other than that officially assigned is used or the number is not legible, the Speedway assumes no responsibility in the event of error in scoring, point tabulation or purse payment. The Speedway reserves the right to change any car number to avoid duplication.
10. All cars must have straight bodies and panels and must be kept neatly painted and clean.
11. Absolutely no obscenity or anything deemed detrimental to the sport of racing to be displayed on race cars or any area of visibility.
12. All rules violations are subject to the penalties as described in Section 14.
13. Speed limit is 15 MPH everywhere except on the racing surface.

## **SECTION 2: GENERAL RULES AND REGULATIONS**

1. The Ocean Speedway considers it a PRIVILEGE, not a right, for any competitor or participant to compete or participate in any event.
2. Penalties for violations of Speedway rules are determined by the GRAVITY of the violation and its effects on the safety and good reputation of racing. Such penalties may include, but are not limited to, disqualification, definite or indefinite suspension of competitor or participants, or loss of membership or license PRIVILEGES, fines and/or loss of points. (See Sec. 14).
3. The Speedway reserves the right to refuse admittance to anyone and to remove anyone from the premises who is deemed to be detrimental to the sport of racing or the Speedway. Inflammatory remarks towards Officials or other competitors will not be tolerated.
4. No one will be allowed in the pit area until they have secured a pit permit and signed the Waiver and Release sheet for that particular meet. Pit permits are not transferable and are not to be signed by anyone except the person to whom issued. Violations are punishable by an immediate ejection, suspension and/or fine, and/or disqualification of driver and car associated with violator.
5. Ocean Speedway members must show their valid license when signing for pit permits.
6. By entering any event and/or taking part in any activity relating to the event, a competitor or participant agrees to abide by the decisions of those Officials relating to the event and that such decisions are final. They agree that the track and all properties within and around the track are in a safe and usable condition if they take part in the activities of the event.
7. Drivers are responsible for the conduct of everyone associated with their car at any time while on the entire premises, whether participating or spectating.

8. It is the responsibility of the competitor or participant to know and abide by the rules and regulations (including but not limited to technical, race procedure and any track rules that may be in effect), of all events prior to competing or participating in any such events.
9. No competitor or participant shall take part or participate in any strike, boycott or any other action or activity considered detrimental to the sport of racing or the Speedway (Including, but not limited to, any petition or meeting of two (2) or more persons with the intent to undermine the Speedway, its sanctioning bodies, any of its constituents, personnel, properties or possessions). Speedway reserves the right to subject violators to, but is not limited to, immediate and indefinite suspension from all events.
10. Any competitor or participant who, while competing or participating in any event, partakes of any alcoholic beverage, stimulating, depressing or tranquilizing drugs, or is otherwise under the influence of alcohol or drugs, shall be disqualified, immediately ejected, fined a minimum of \$500.00 and up to indefinite suspension.
11. Officials interpretation and application of all rules contained herein as well as all amendments, supplements and revisions that may be implemented shall be final and binding.
12. It is incumbent upon each individual participant to report to the Officials the presence of any unauthorized person known to be in the pits or other restricted areas.
13. Unsportsmanlike conduct by any competitor or participant while on the entire premises will not be tolerated. This includes but is not limited to, fighting, loud and/or abusive/foul language/gestures, poor attitude or displaying a lack of control of temper. (See section 14.)
14. Anyone entering another team's pit area will be assigned full responsibility for any subsequent altercation. Or in other words, if you're in someone else's pits and a fight breaks out, it's your fault, regardless of who you may claim threw the first punch.
15. Whenever and wherever an Official is engaged in personal interaction with any person(s) at any time throughout the year at any location (not necessarily limited to the Speedway grounds and proximity) and their agenda includes any topic(s) that relate to Speedway activity, including but not necessarily limited to rules, procedures, judgment calls, fines, suspensions, etc., Those person(s) may not assault, threaten, harass or verbally abuse the Official(s). This includes off-site, public or private locations.
16. Any competitor, participant or member who assaults, threatens, harasses or verbally abuses any Speedway Official, staff member, competitor, participant, fan or anyone in any manner, is subject to disciplinary actions, including but not necessarily limited to immediate ejection, disqualification, fines and/or suspension/expulsion. In some instances the offender(s) may face civil recourse and/or criminal prosecution.
17. All wreckers, push trucks and safety crews are here to assist you, usually on a voluntary basis, therefore it is required that you treat them with respect and courtesy. The Speedway will not tolerate abuse of these people.
18. No driver changes shall be made without notification to Officials. All driver changes must be reported to the Pit Steward at the pit board and are subject to approval. Points and prize money will be awarded to the starting driver. Any driver or car competing in an event who is deemed ineligible, is subject to forfeit of prize money, points, fines and suspensions.
19. No radios or any other type of two-way communications are permitted in cars, pits, grandstands or anywhere on premises. No "Scanners" allowed in race cars.
20. One pit person is recommended to remain with each car in the pit area at all times to avoid possible theft and damage. Speedway is not responsible for any theft or damage incurred while on the premises.
21. Entries in certain events may be on an invitational or provisional basis at the discretion of Speedway management.
22. In American Stock division, *Late Models and 4Bangers*, the previous week's winning driver will start no better than 12th in the A-main event *at their next appearance*. This also applies to the car.

23. Officials reserve the right to subject any driver to a physical examination before being allowed to compete. Any driver requiring treatment or examination at any hospital emergency room or by any doctor shall have a release from the examining doctor before further competition will be allowed. This is subject to approval of the track Steward.
24. Any driver injured during a race meet may be restricted from further participation in the remainder of the race meet if Officials at their sole discretion believe that such continued participation could in their opinion pose a potential threat to the safety of the apparently injured driver, other competitors and/or crews, fans, safety personnel or track officials. The "Waiver" and release of liability that a driver may sign as he/she refused further care and attention from on-site medical personnel has no bearing on the decision of the Officials to allow or not allow the apparently injured driver to continue participation in the race meet.
25. It is the driver's responsibility to know the racing schedule and when to be in staging for their event. Car's arriving late to staging will start in the rear.
26. All laps and time limits are subject to the descriptions of Section 9.

**IMPORTANT:** No one other than Speedway Officials, safety or track crews, Speedway management and their guest are allowed on the track or infield at any time unless given permission by the track Steward. Anyone entering the track or infield area without permission may be ejected from the premises. The car they are affiliated with may be sent to the rear of the field in all events entered or disqualified.

### **SECTION 3: RACE PROCEDURE**

1. Mud Packing: All drivers must be in their cars and lined up in staging area and ready for mud packing in accordance with the stated mud packing time on the posted race itinerary at the Pit Board. All cars must fully participate in mud packing. Mud packing segments may be by division or segments of divisions at the discretion of Officials. Cars who are more than 3 minutes late for their mud packing session or those who do not participate in wheel packing will be penalized. Penalty: Car forfeits drawn qualifying position and will go to the front of the time trials line-up and get only one lap. Cars who qualify through heat races will lose their drawn position and be re-positioned at the rear. Cars who only draw for starting positions in their main event will forfeit their starting position and be re-positioned at the rear. Each car will be extended a 2 tardy per year courtesy, the use of which will exempt the car from this penalty. Also see Section 3, #3 as this rule applies additionally if a tardy exemption is not used and if it's applicable.
2. Hot Laps will be run within class of car and divided into segments according to car count. Amount of laps will be determined by track, weather conditions, car count and time. Hot lap segments may be determined with drawn number. Only one hot lap segment per car and/or driver allowed. All rules apply while mud packing and hot lapping. This is not an event for prize money or points.
3. Qualifying procedures may be accomplished through time trials on the clocks, qualifying heat races, drawn number or point standings at the discretion of the track Steward. The method will be brought to the attention of all competitors before the race program begins.
  - a. Each car will be extended a 2 tardy per year courtesy the use of which will exempt the car from qualifying penalty(ies).
  - b. If the affected race division is qualifying on the clock, then the driver will pull a pill and be inserted into the qualifying order. If time trials have already begun, then this car will qualify last in the division.
  - c. If the race division affected qualifies through qualifying heat races, the driver will pull a pill and be inserted into the heat race line up in the spot earned by the draw if and only if the heat line ups have not yet been drafted or posted by the Pit Steward. In the event

that the race line ups have already been drafted or posted, the tardy exemption does not apply and the car will be placed at the rear of the lowest available event not yet run for that division.

- d. Any driver who arrives late may, at the discretion of the Officials, be allowed to participate in the race meet. Car will be placed at the back of the lowest available event not yet run. No car may be raced in an event for which it has not been qualified if the driver has previously qualified another car to the same event.
4. No driver may qualify more than one car in time trials or qualifying heats. No car may be driven by more than one driver in time trials or qualifying heats.
5. *A car may be driven in any main event for which it has qualified within its division by any eligible driver. An eligible driver is one who holds a license for same division and is a member in good standing. A driver may get out of one car and drive another but after driving the second, may not get back into the first car and the Pit Steward is notified prior to the change. Any car driven by anyone other than the qualified driver must start at the rear of the lowest main event and may transfer to the A-Main. If the lowest main event has been completed, no car or driver changes will be allowed. [The above rule applies regardless if both car and driver have qualified for an event] This is an intra-divisional rule only*
6. Time Trials (if used), will be lined up according to a drawn number, number one (1) being the first car to qualify, etc. Time trials will be two (2) consecutive laps or they may be one (1) and one (1) at official's discretion. Circumstances may only allow for one (1) lap on the clocks or not qualifying through time trials at all.
7. During time trials if for any reason a car is out of order in the staging area by more than three (3) positions or needs a push start for the first or only lap of qualifying, driver and car will be allowed that one (1) lap only for qualifying and cannot be faster than eleventh (11th) fast regardless of qualifying time, and will start no better than eleventh (11th) position in the main event, if qualified for main event. Car may not run trophy dash.
8. If for any reason a car is more than three (3) positions out of order in the staging area or needs a push start in the second lap of qualifying (if used), driver and car are disqualified for that lap.
9. Starting Positions for all events will be determined by the qualifying procedures. Line-ups may be straight up, total or partial inversion.
10. It is the driver's responsibility to know their starting position.
11. All drivers must be in their cars, ready to race, and in their proper line-up in the staging area before their race. Any car not in their proper line-up at staging when cars begin to enter the track for their event must start in the rear. No race will be held up because a driver or car is not ready.
12. A car that is voluntarily removed from a line-up is referred to as a "scratched car". Scratched driver must notify the pit manager immediately that the car is scratched from one or more events. Cars scratched from the line-up can only be put back in the line-up of the events scratched from if and only if 1) no alternate has been posted for his spot and 2) Green Flag has not been thrown for the event on the track. In the event of reinstatement, originally scratched car will be posted at the rear, behind transfers, if applicable.
13. When a car drops out of a line-up on track or in staging, the row the car was in will move up. If line-up is not staged and still "on the board" only, the line-up will be re-configured omitting the scratched car.
14. Starting procedures: All races begin at the commencement of pace laps, but scoring and official distance begins when the green flag is displayed. All cars must be on the racetrack ready to participate when the pace lap starts. Under no circumstances is any car not in the starting line-up to go on the track or enter the race after the completion of the first green lap, except cars which have lined up and started the pace laps. Entry Gate Official will deny access to enter the track when the leaders are so close to the entry gate that a car entering would pose a threat to safety of himself or others. This is a judgment call and may not be appealed.

15. To receive prize money and points a car and driver must start the pace lap(s) or enter the race prior to completion of first green flag lap.
16. At the beginning of the race, when the original or complete restart green flag is displayed by the starter, cars must maintain positions as designated by Officials and not pull out of line or pass until they have crossed the starting line. On restarts, the race will resume immediately when the green flag is displayed and passing is permissible.
17. All cars entering the track from the pits must first gain Gate Steward's clearance to re-enter the track. In the event that the Gate Steward is not present at the gate, you may enter the track if and only if your re-entry will not impede or endanger you or other racecars. "Running" the Stop Sign or refusing to obey hand signals of the Gate Official or entering the track in an unsafe manner will result in penalty.
  - a. When re-entering without assistance/clearance of the Gate Official, you take full responsibility for your actions. Get up to speed quickly on the very highest side of the turn stay high until you've reached full racing speed. Dropping down to the middle of the track immediately upon entry is considered an unsafe and unsportsmanlike way to enter the track. You will be penalized if Officials perceive that you have impeded innocent race traffic in any manner. Contact, crash or caution is not an essential element for a penalty to be enforced.
  - b. Penalty Options depending on gravity of violation at next yellow or checkered flag, whichever comes first, in escalating order: 1) Scored or placed 2 positions behind victimized car, 2) Sent to rear, 3) Scored down one additional lap, 4) Black Flagged, Disqualified, Fined and/or Suspended/Expelled.
18. All original starts and restarts are double file unless track Steward orders single file. Drivers will be notified by hand sign.
19. Once in staging, and upon instruction to do so by Officials, cars will be started. Cars must start all races under their own power and roll on their own through all of the parade laps and must take the initial green flag of the race to avoid penalty. No pushes by pit crew, push/tow vehicle, other cars or jump starts. If a car needs a push or jump start in order to start and take the initial green of any event, the car will be sent to the rear from its assigned position and the row will move up. If an Official stops a car and a push is needed to restart car, driver will retain position in line-up, except for entire field stops prior to beginning of race.
20. On double file restarts, the leader only will have preference of inside or outside position. Leader sets the pace whether on inside or outside and will bring the field in at a moderate pace to a designated area on the race track at which time the Starter will start the race if the line-up is favorable. The leader must keep the pace of caution laps under control as directed by Officials.
21. No starts: After two (2) uneven, "jump" starts or slow starts that the Starter did not favor for a green, the driver or drivers in violation may be moved back one row.
22. No complete restarts of any race will be ordered unless the Red Flag has been displayed. The Yellow/Red Complete Restart Flag will be displayed solely for the purpose of expediting communication with the drivers.
  - a. If the RED FLAG is displayed on or before the completion of the first lap of a race, the result will be identical to that of a Complete Restart as those not involved will be aligned at the front of the pack in the order in which they were originally positioned on the starting grid with those involved in the incident placed behind the non-involved cars in the order in which they were originally positioned on the starting grid with the exception of those who pitted who will, of course, go to the rear of all cars that remain on the racing surface. Any car(s) assigned cause of the incident shall also go to the rear but will be placed in front of those who pitted, if applicable.
  - b. In the event that the Red Flag condition involves so many vehicles that realignment of the field is deemed imprudent by the Head Scorer and the track Steward, all cars will

restart in their original positions with the exception of the car(s) assigned cause (if applicable).

- c. The Restart Flag may also be displayed after any start for which the track Steward and/or Starter did not favor upon momentary reflection. Therefore their position gain or loss on that lap is ignored by scorers. The field is then aligned in accord with the immediately preceding disfavored start.
  - d. As in any flagging situation, the red or yellow or restart flag is displayed at the starter's discretion and judgment.
23. Restarts: The yellow flag will be displayed at the Starters discretion. The yellow flag signifies caution on the racetrack. Stalling or spinning will not necessarily cause the yellow flag to be displayed.
24. When the yellow flag is waving and the yellow light is on, you may continue to race with caution and awareness of a possible accident on the track. Proceed to the start/finish line where cars will be scored.
- a. To begin the most common type of caution period, the Starter will turn on the Yellow light, then wait to display the Yellow Flag to the leader at the next opportunity. But there will be occasions when the Starter deems that a situation warrants the immediate display of the Yellow Flag along with the Yellow light, regardless of whether the first car to get the Yellow Flag is the leader. If the first car to receive the Yellow Flag is not the leader, this is called a "Split-Yellow". The cars receiving the flag are done racing and scored as they crossed the Start-Finish line, but the cars who have not received the Yellow Flag at the Start-Finish line shall continue to race until they receive the Yellow Flag where they, too, shall be scored. Once the scorers have scored all the cars at the start finish line, the "split" is inserted behind the leaders and the line-up is set.
  - b. Although the cars who did not initially receive the Yellow Flag, including the leaders, will have in fact raced one additional lap and theoretically be "up" one lap on the "split" cars, all those who take the next green flag along with the leaders will be scored on the same lap as the leaders.
  - c. In the event that the race finishes with a Split Yellow/Checkered, the final finishing order will be determined by the way the cars would have restarted if a restart had occurred.
25. Cars not crossing the start/finish line before the leader takes the yellow flag for a second time, will be considered involved in the accident. Drivers must hold their position after passing the start/finish line under the caution. Cars will line-up for restart in the order they crossed the start/finish line on the yellow flag lap.
26. All cars must line-up single file during yellow flag laps until they are lined up in order and given a double up sign.
27. Once a car has raced back to the waving yellow flag, the car has been scored and there is no passing understanding yellow. Drivers attempting to gain positions or not remaining single file under the yellow flag may be sent to the rear of the field for the restart.
28. When the yellow flag is displayed any time after the original green flag, the car or cars involved in causing the yellow flag will restart at the rear of the field.
29. The car or cars not scored on the lap the yellow flag is displayed because of their involvement with the cause of the yellow flag, and are passed by the leader during that lap, will not lose that lap to the leader if they take the next green flag on the same lap the leader received it.
30. If the leader passes a car on any lap before the lap the yellow flag is displayed, even if the cars passed are the eventual cause of the yellow flag, the car or cars will lose those laps.
31. Any and all work done on any car must be done in the pit area. Any car going into the pit area during a caution flag must start in the rear of the field. (also see rule #37 below)
32. Loose or dragging bumpers may be cause for a mechanical black flag. Cars losing bumpers on the track will result in a race disqualification, but not a full meet disqualification.

33. All weight added to the car must be in minimum 5 lb block form, painted white with the car number clearly printed on it. Any weight dropped on the racing surface will result in immediate and automatic race disqualification, but not full race meet disqualification. All mounting of weight is subject to inspection. Weight must be bolted with a minimum of (2) 3/8" grade 8 bolts.
34. Any driver involved in moving, intentionally or unintentionally, anything onto the race track that causes a Yellow or Red Flag condition, i.e. Tools, infield tires, etc. Will be penalized. That driver who caused such impediment on track shall go to the rear at next yellow.
  - a. If either of the above do not result in a Yellow or Red Flag condition or if a Yellow or Red Flag condition that does not involve the debris is assigned another car or cars, of course, there is no penalty.
35. Any car deemed by Officials to cause two (2) yellow or red flags, whether intentional or not, will be removed from that race. Cars perceived to intentionally draw a yellow flag may be removed from that race.
36. Stops: When the red flag is displayed, all cars must reduce speed and stop in a safe and timely manner with regards to other cars around them. All cars must remain stopped and drivers must remain in their cars until directed by Officials, unless it is a danger to remain in the car.
  - a. Cars **will be allowed to** exit to the pit area under a Red Flag condition whether under their own power or via help from a push vehicle, **only if given permission by an on track Official**. **WORK OF ANY KIND CAN BE PERFORMED ON ANY CAR** that is or was participating in the current on-track race. **If you leave the racing surface without permission you can be penalized up to and including one lap down or disqualification, to be determined by the race director.**
  - b. Any car that is towed **off** will be taken to the pit area, providing time and **if** track activities allow. Once **the car gets to the pit area**, crews may work on the cars.
  - c. If a race car is forced off the track as result of the incident that brings out the Red, that car must stop immediately and await Official's instructions for returning directly to the racing surface. Any car that goes to its pits and is not aware that the Red Flag is out, will be scored down one lap on re-entry. It is the driver's responsibility to know the status of the track upon exiting.
37. If a driver who is not involved in the core incident on the track has an emergency situation of any kind while the track is Red, driver must attract the attention of an Official by waving out the window or by **SLOWLY** pulling his car to the infield for immediate attention and assistance. Of course, **if there is fire, fuel, or fluid invasion and driver feels threatened in the least**, driver must exit the vehicle immediately. But under no circumstance is any driver allowed to move the vehicle from the racing surface or infield area or car will be scored down a lap upon re-entry.
- 38.
39. Cars will be lined up after a red flag in the order of the last scored green flag lap except for those cars that were involved in causing the red flag or cars that pitted, who will have to restart at the rear of the field. Position penalties may also be assessed.
40. Passing flag will be displayed to cars being overtaken by the leaders. Drivers are responsible to hold their line without upsetting the leader's progress. Ignoring the passing flag may precipitate a black flag at the discretion of the track Steward.
41. Cars not maintaining racing speed and interfering with competition will not be allowed to continue.
42. All cars entered in a meet must begin with complete bodies. No car will be allowed to qualify or compete in any events without a hood or drivers door. If car has an inner sheet metal panel mounted to driver's side of roll cage that protects the driver, car may be allowed to compete if driver's door is torn off and inner panel remains intact.
43. If the hood flies up, the driver must leave the track immediately.

44. If either right side tire goes flat or both left side tires are flat, the driver will be black flagged and must leave the track immediately. A car may continue to race with ONE left side flat as long as the driver can maintain a safe racing speed while displaying adequate control of the racecar.
45. All lug nuts must be on and tightened to specifications before a car can enter the racetrack at any time. The driver of the car found with loose or missing lug nuts will be penalized. The driver of any car that loses a wheel because of improperly tightened lug nuts will be fined a minimum of \$50.00.
46. Mechanical distressed or unsafe racecars will not be allowed to enter or continue in their events.
47. No racecar will be allowed to enter or continue in events without a muffler(s) or bumper(s). No mirrors allowed in or on any racecar.
48. All racecars must start (have a standard operational starter) under their own power and be able to move forward or backward without assistance.
49. All work performed on any car must be done in the pit area.
50. Rough or reckless driving is not allowed. Rough driving, negligent driving, abusive driving and/or incidental contact penalties may apply to cars whose intentional or unintentional contact is deemed by Officials to be unnecessary or avoidable. In accordance with Section 14, depending on the gravity of the offense in the opinion of the Officials and the resulting loss of position of the victim, the spectrum of penalties to the offender spans from a one position penalty to disqualification, fines and suspensions/expulsions. All position penalties are enforced during the next Yellow Flag period or at the Checkered Flag, whichever occurs first. Habitual offenders may be put on probation and then be subject to escalation of penalties.
51. Any driver deliberately delaying the program is subject to disqualification and/or fine and/or suspension of Section 14, i.e.: arguing the point of going to rear; parking car on track; unsportsmanlike conduct; causing unnecessary yellow flags, etc. Officials decisions final.
52. No racing in the infield is allowed. When entering the infield, you must get out of the throttle, gain and maintain control of your racecar, then get up to speed, paralleling either straight-away, then ease into the low groove. Any other method of re-entry or poorly executed re-entry attempts are subject to penalty (ies). You may not "cut" in the infield in order to gain positions, although a blocked track, debris, crash or spin of another vehicle(s) is allowed to influence the Official's judgment call.
  - a. Racing in or cutting the infield is subject to penalties as follows: 1) two positions for every position gained while racing in or cutting the infield, and/or 2) fine and/or 3) black flag and/or disqualification. Extreme negligence penalties may apply (see Section #14).
53. No racing before green flag waves. Any positions gained will be taken away times two (2).
54. The driver is the sole spokesperson for car and crew, and must talk to Officials when approached. When a driver is in consultation with an Official, no other person may approach or interfere in any way.

#### **SECTION 4: FLAG RULES**

The official flag rules as set forth in this section are for the purpose of providing drivers with necessary information. All flags are official at the start/finish line. See Section 3 - Race Procedure for more details.

**GREEN FLAG:** Displayed to start the race. When the green flag is displayed, be aware of cars around you and do not change grooves until safe to do so. When crossing the start/finish line for a start or restart and the green flag is not displayed, proceed into turn one while holding your line before slowing the pace. Stay in order and be prepared on the backstretch for the start on the next lap.

**YELLOW FLAG:** Displayed for caution on track. After receiving the yellow flag at the start/finish line, slow to a cautious pace after entering turn one and before entering turn two unless there is a track blockage to prevent you from carrying your pace beyond the start/finish line. Remain in your position

and in single file formation. Officials will give the double up sign (crossed arms) when ready to resume race. When in double file formation and a car drops out of the line-up, the row the car was in will move up to fill the void.

**RED FLAG:** Displayed to stop the race. Reduce speed as quickly as possible to stop in a safe and timely manner. When a race is stopped after the completion of one lap, before a restart, cars will line up in the order in which they were running at the completion of the last green flag lap before being stopped. Those cars involved in an accident, if any, shall start to the rear of those not involved, regardless of the number of laps they have covered. If race finishes under red flag and there is no restart, the race finish will be determined by the position cars held on the previous green flag racing lap. Up cars (those on the leader's lap) who were involved in the red flag incident will be lined up (scored) behind the other "up cars" but ahead of any "down cars" (cars down laps to the leaders).

**RED/YELLOW FLAG:** Displayed for a complete restart. (Same procedure as a regular yellow flag.) The restart flag may be used for accidents or unfavorable starts, at the Starters discretion. A complete restart can only be utilized on the first lap after the original green flag and can only be used once per event. The standard yellow flag may be initially displayed and the yellow/red displayed the following lap.

**BLACK FLAG:** Displayed for disciplinary action. Pull into the infield immediately to designated place for consultation with an Official. You may be held for a stop and go penalty or ejected from the race. If this is your second black flag in the event, you must go to the pits, you have been ejected, and will no longer be scored. Do not interfere with competition on the track or re-entering race after ejection. Penalties will be assessed for returning to the racetrack. In the event the car becomes hazardous by throwing debris the black flag may be used and penalties may or may not apply.

**BLACK FLAG/ORANGE DOT:** Displayed for mechanical problems. Exit to pits immediately. This flag is used for cars that Officials deem have become mechanically unsafe or environmentally hazardous. It must be noted, as a driver, you may not be aware of all unsafe or hazardous conditions during an event. If your car is deemed to have a problem you must obey the flag signals to exit. If you are unclear what is wrong with your car report to Official at pit board.

**SCORING FOR ANY CAR THAT HAS BEEN BLACK FLAGGED OR BLACK/ORANGE DOT FLAGGED WILL CEASE IMMEDIATELY AT THE POINT IN WHICH THE CAR CROSSES THE LINE AS THE FLAG IS DISPLAYED FOR THE FIRST TIME. A CAR WILL NOT BE SCORED FOR ANY ADDITIONAL LAPS IT RUNS AFTER RECEIVING EITHER FORM OF BLACK FLAG.**

Understanding that it is sometimes difficult to know if the flag was for you in the midst of other cars under racing conditions, Officials will give you the "benefit of the doubt" and not add additional fines or penalties until you pass either Black Flag for the 4th time. As a car crosses the line for the 4th time after the flag has been given, the fine will be \$25 for the 4th lap and a \$25 additional fine for each additional lap under either Black, whether or not the Starter continues to present the flag.

**BLUE FLAG/YELLOW DIAGONAL:** Displayed for Passing, Leader courtesy. When you receive this flag, hold your line. Leaders are about to pass you. You will be going down a lap to the leaders.

**WHITE FLAG:** Displayed for one lap remaining. When the leader crosses the start/finish line and receives this flag, the last lap of the event has begun. If for any reason the red flag is displayed after the white flag has been displayed on the leader, the race will be terminated. The race cannot be restarted once the white flag has been displayed.

**CHECKERED FLAG:** Displayed for finish of race. When the leader is given the checkered flag, the balance of the field receives the checkered flag in the same lap. Once the checkered flag has been displayed and you have crossed the start/finish line, the track conditions are under caution. Do not exit race track until you have taken a complete cool down lap and crossed the start/finish line again. If you think you have finished in the top four of your main event, stop in infield near start/finish line and wait for Officials direction.

**OFFICIAL COMPLETION:** All races will be run until the leader has completed the advertised distance regardless of which flag is shown on that lap. However, if unforeseen circumstances prevent completion of advertised distance, the race will be considered officially completed after halfway mark has been reached by the leader or time limit has been reached.

## **SECTION 5: INSPECTIONS**

1. Speedway Officials reserve the right to subject any car to a mechanical inspection at any time. The method and type of inspection and number of cars to be inspected at any race meet or event will be determined by the track Steward. The driver is the sole spokesperson for the racecar during inspection and must remain with the car during post race inspections.
2. It is the responsibility of the driver to make certain that the Speedway Tech Inspector has inspected and certified all parts, equipment and structures (including but not limited to driver apparel), pertaining to safety prior to first entering track as well as re-inspection and certification of any additions, alteration or damage repair prior to re-entering the track.
3. Speedway Officials reserve the right to judge, decide and establish what constitutes a legal part, equipment or race car in whole or in part. The Speedway further reserves the right to confiscate and keep any such parts or equipment not conforming to the rules.
4. Parts and equipment as well as any structure in whole or in part will not be considered legal simply because it went through inspection unobserved or because a pertaining rule has not been authenticated. Anything not covered by the Tech rules is still subject to approval.
5. The top four (4) "unofficial" main event finishers will be required to report directly (without stopping in pit area) to a tech area specified by the Officials for a post race inspection. Cars may also be selected at random regardless of finishing position at Officials discretion for similar inspection. "Claim" divisions must stay in claim area until released by Officials. After being released from infield by Officials, proceed directly to Tech area as specified by Officials. Failure to proceed directly to Tech, without stopping, will result in disqualification.
6. If a Tech Inspector determines at a pre or post race inspection that a competitor has a technical rules infraction so insubstantial as to not provide the competitor with a significant advantage over other competitors, the track Steward may allow the competitor to compete without penalties. This infraction will have to be corrected in the allotted time prescribed by the Officials or will not be allowed to compete.
7. It shall be the responsibility of the driver to tear down a racecar for inspection when requested by Officials. Any illegal parts or equipment found will result in confiscation of illegal parts, disqualification, loss of points and winnings for that evenings race meet.
  - a. Refusal to give up such parts or equipment, or failure to comply with a requested tear down will result in disqualification, loss of points and winnings for that evenings race meet, a fine of \$250.00. {Fine must be paid before driver can reenter the "Pit Area"} of driver and car for first offense. Second offenses will result in greater penalties.
  - b. A driver that is on suspension for "refusal of Inspection" will NOT be allowed to race in any division at Ocean Speedway.
  - c. An ample time limit for each item under protest will be given to the driver by the Competition Director. If not completed, the penalty will be fall under #8-b

- d. Due to time constraints, the promoter has the option to impound cars and perform inspections at a later date and time.
8. A driver can only protest ONE car per night. A car may be protested by more than one driver as long as each protest follows the guidelines and each protest is for a different component of the car being protested.
9. Each driver can only protest ONE time during any race season.
  - a. A protested car that fails the inspection will not be counted against the protesting party.
10. If a driver REFUSES a protest he or she loses their right to protest for the balance of that season in any racing division.
11. Speedway Officials reserve the right to limit personnel admittance to any inspection area or pit during inspections. Post race inspections are limited to two (2) crew members per car plus driver. All other drivers and crews must stay in their respective pit during inspections. Failure to comply will result in (but not limited to) disqualification of driver and car for first offense.

## **SECTION 6: SAFETY REGULATIONS**

1. Refer to car specification rule book for class you are competing in for detailed safety specifications.
2. No racecar is to be started without a person at the controls and prepared to control the car in the event the car jumps into gear.
3. A driver shall not permit any person to ride on or in a racecar at any time. No one is allowed to ride on a trailer, tow vehicle, a bumper, fender or any other part of a moving vehicle while on the premises.
4. Each pit area must be equipped with a minimum of 7 ½ pounds A-B-C type (dry powder) fire extinguisher with a visual gauge. Must be mounted or located at rear of trailer for high visibility and easy access.
5. Shirts, pants and closed toe shoes must be worn in the pit area at all times. No shorts. Failure to comply may result in individual not being admitted into the pit area and/or ejected from pits and/or fined or suspended.
6. No one will be allowed to wear a shirt or jacket that is the same or similar to those worn by the Officials. The use of Officials shirts or jackets will be up to the Track Management.
7. All driver's safety apparel and safety belts must be worn by driver at all times while car is on track or in pit area.
8. It is the obligation of each competitor, participant or other to act in a civil and sane manner at all times while on the premises.
9. It is the obligation of each competitor, participant or other to inform the Officials of any safety violation or hazard brought to their attention.

## **SECTION 7: PROTEST**

1. A protest of a competitor's car is encouraged if a competing driver believes a violation of the technical rules exists. The track Steward shall decide whether the matter can be protested in accordance with the rules. A decision that the matter cannot be protested is final and non-appealable. In deciding the protest, the Official may take whatever action deemed appropriate to further the interests of fairness, safety and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties as per Section 14 or taking no action.
2. A "Visual Protest" is a claim that a competitor's car does not conform to Speedway Technical specifications, the resolution of which does not require the use of a technical measuring device or tear down. Visual protests must be made to the track Steward fifteen (15) minutes prior to an event. The protest must be from a competing driver in the same division at the same race meet in writing and be accompanied by a \$200 cash protest fee. If the protested car is found to

be legal, the protest fee will be deposited into the banquet fund. If the protest is upheld the \$200 will be returned to the protesting driver.

3. A "Technical Protest" is a claim that a competitor's car does not conform to Speedway Technical specifications, the resolution of which requires the use of a measuring device and/or any disassembling of a motor or any part of the car. A Technical protest must be made to the track Steward within fifteen (15) minutes after the end of the last event in which the car was to compete. The Technical Protest must be from a competing driver in the same division at the same race meet, in writing and be accompanied by a \$300 cash protest fee. If the protest part of the car is found to be illegal, the protest fee will be returned. If the protested part of the car is found to be legal, the protest fee will go to the protested driver.
4. Any car found illegal will be subject to the penalties of Section 5, 8-a, 8-b, and/or Section 14.
5. Only one person from the protesting crew may be present with the Technical Inspector and the protested crew during a tear down. All other drivers and crew must stay in their respective pit during tear down. Failure to comply will result in (but not limited to) a fine and/or ejection of violator and/or disqualification of driver and car associated with for first offense.
6. All cars must remain at the track for at least twenty (20) minutes after the last event in which it has completed, unless permission has been granted by the track Steward to leave or, car and/or driver have been ejected.
7. No protest will be accepted that is directed at a decision of an Official or supervisory Official, including but not limited to timing and scoring decisions, tech or safety inspections and race procedure decisions.
8. The track Steward will discuss all matters of any protest with the protesting or protested driver only. This must be done within twenty (20) minutes of posting of the race finishes at the Pit Board.

## **SECTION 8: SCORING AND POINTS**

1. A race is not considered official until results are posted and winnings paid. A driver may request a re-check of race results before payoff is started. This request must be made to the Chief Scorer within ten (10) minutes of posting.
2. After the green flag is displayed, each car will be scored in the order they cross the start/finish line for each lap they complete under green flag conditions and any lap complete that the yellow flag is initially displayed on. In events when the yellow laps count, cars will be scored under each caution lap as well.
3. Points will be credited only to the driver of the car that starts the event. Notification of a driver change must be filed with the Pit Board Official any time an eligible driver changes cars in order for starting driver to receive points and prize money.
4. Season ending ties in point standings will be broken and awarded to the driver with the highest main event finishes of the drivers in question.
5. Points are awarded in the following manner:
  - a. Heats: **1<sup>st</sup> – 10; 2<sup>nd</sup> – 8; 3<sup>rd</sup> – 7; 4<sup>th</sup> – 6; 5<sup>th</sup> – 5; 6<sup>th</sup> – 4; 7<sup>th</sup> – 3; 8<sup>th</sup> – 2; 9<sup>th</sup> - 1**
  - b. Main: 1st - 30, 2nd - 25, 3rd - 24 dropping ONE points to the end
6. Drivers will receive 25 show-up points per night when they check in, **however, the car in which you check in must be present and must at some point take a green flag in a race.**

## **SECTION 9: LAPS and TIME LIMITS**

1. During regular events, lap and time limits shall be imposed. One minute per lap is the approximate rule. (See chart below) Track opening will be posted at the pit board. Time schedule of events may be altered due to weather, curfew, track conditions, car count, red flags, availability of safety personnel or any unforeseen circumstances, at Official's discretion.

Time Limits are in effect, set at approximately 1 minute per advertised laps or revised laps (if applicable) at the beginning of a race. The estimated allotted time is posted at the pit board in advance of the racing program. Occasionally, the allotted time may be less than 1 minute per lap, depending on the volume of the overall racing program. In the event that a race has been allotted less than 1 minute per lap and the Officials determine that the overall program can withstand such, the Officials may decide to extend the allotted time per lap.

The running time of any main event may be suspended due to an extended Red or Yellow Flag session at the discretion of the Officials if and only if 1) less than half of the advertised or scheduled laps have been run and 2) in the opinion of the officials there is sufficient time to allow for such a delay. But once more than half of the advertised or scheduled laps have been completed, officials do not have discretion to suspend the running time.

2. The time will start for an event when the green flag is displayed. If the time limit expires or curfew arrives prior to the completion of the advertised distance, the race will end at the 1) next yellow (a Yellow-Checkered) or 2) checkered flag for the advertised distance whichever occurs first.
3. The main events must run to the halfway point in order for the event to be considered official. All preliminary events leading up to the feature main event may be shortened or eliminated to accommodate for the projected completion of the main event.
4. Any race will be declared "officially over" when the leader is given the checkered flag.
4. When necessary, Officials may shorten an event regardless of time or laps remaining. Extended distance events for any division may be subject to appropriate time limits.

Dash 4 laps or 4

Heats 6-8 laps or 8 minutes

Main Event Time Guidelines

Modifieds: 25 laps or 25 minutes

Ocean Late Models: 25 laps or 25 minutes

Ocean 4-Bangers: 20 laps or 20 minutes

Micro 600s: 20 Laps or 20 minutes

American Stocks: 20 laps or 20 minutes

## **SECTION 10: RAIN OUT POLICY**

Once two or more main events have been completed, the racing program will be considered a complete show. Divisions not completing a feature event at that meet will run a double feature at a future date to be announced. The first feature will be run according to the lineup from the rain date or at the point the racing program was halted. The second feature will be run according to normal qualifying procedures as described in Section 3. There may not be heat races for the second feature.

This policy subject to change to benefit racers and fans as determined by the Speedway.

## **SECTION 11: ROOKIE**

The definition of a "Rookie" in all divisions is anyone competing that has not completed more than three (3) times in the previous year or years in a **similar** or higher class on any similar racetrack. In addition, no driver who is competing in a higher division in his Rookie season will be eligible for "Rookie" status in the lower division.

**All Rookies must have a streamer flag attached to the rear roll bar that extends to outside of car for visibility by Officials and other competitors.**

## **SECTION 12: HAZARDOUS WASTE MANAGEMENT**

The Speedway provides you with containment drums for waste oil generated at the Speedway. All waste oil must be carefully deposited in the drums. No oil, coolant, fuel or other toxic materials may be dumped or spilled on the grounds. The use of "drip pans" is recommended at all times.

- \* Do not put oil or any other toxic materials in the trash barrels, drains or toilets.
- \* Do not leave discarded batteries at the Speedway.
- \* Do not leave discarded tires at the Speedway.
- \* Do not bring anything to the Speedway you don't intend to take home with you.

**Any tire left at the track will be a \$250.00 fine per tire.**

Persons deliberately spilling or dumping toxic materials at the Speedway will face cleanup charges, maximum penalties as described in Section 14, and possible legal action by State, County and Local agencies.

## **SECTION 13: UNCOLLECTED WINNINGS**

Payoff of prize monies takes place at sign-in at the pit registration booth the week following a race. If the driver does not collect the prize money weekly, then the Speedway Office will mail out a check for uncollected winnings once during the racing season. A \$15.00 charge per uncollected prize money check will be deducted from your total amount. If at the end of the year your uncollected money is less than \$35.00, all proceeds will go to the banquet fund.

## **SECTION 14: PENALTY PROCEDURES**

Penalties for violations of Speedway rules are determined by the gravity of the violation and its effects on the safety and good reputation of racing. Such penalties may include but are not limited to:

- a. Loss of hot lap privileges
- b. Loss of 1 or more laps of qualifying
- c. Loss of qualifying time
- d. Loss of starting position in events
- e. Loss of participation privileges
- f. Loss of positions
- g. Loss of laps during or after an event
- h. Loss of winnings
- i. Loss of points
- j. Ejection from a race or races
- k. Ejection from premises
- l. Fines
- m. Disqualification
- n. Definite Suspension
- o. Indefinite Suspension

**The interpretation and application of these rules by the Officials shall be final. These rules are intended to ensure that events are conducted in a manner that is as fair as possible for all competitors.**