

# **Dunn Tire Raceway Park 2012 Rules & Procedures**

## **Introduction**

Welcome back to YOUR track for the 2012 season. We're glad you're with us for this season and look forward to some great racing from our great teams – you.

The officials of Dunn Tire Raceway Park (DTRP) will always attempt to be fair, and yet maintain a certain amount of firmness, in these rules to keep stock car racing on par with the leading tracks in the United States. Our objectives will always be fairness and safety.

With each new season, we attempt to keep in step with the times in the face of rising costs. We have developed rules to minimize the cost of competition. For any organization to be successful, we must have clearly defined rules and enforce them fairly. The cooperation of officials and competitors will assure our sport of a bright and long lasting future.

**Management reserves the rights to change any rule or rules if they feel it is necessary for the betterment of racing, and refuse any protest if they feel it is unnecessary and undeserved.**

All fines, and/or suspensions will be in effect at all DTRP race events. DTRP officials, only in their professional discretion, shall determine the interpretation and invoking of the rules published herein.

## **Track Policy**

### ***\*Important Notice to All Racing Personnel***

The speedway is private property. Any person on this property without the permission of DTRP owners and/or management is guilty of trespass and subject to the penalties prescribed by law. Through your license and registration, you have been given the authority to be on this property in conjunction with racing activities. However, the administration reserves the right to revoke and cancel this authority - at any time- if it is believed your presence or conduct is not in the best interests of racing, your fellow competitors, fans, management and employees of DTRP.

### ***These rules supersede any rules in the past.***

It is the ultimate obligation of each participant to insure his/her conduct and racing equipment comply with all applicable rules and regulations, even as they may be amended from time to time. No expressed or implied warranty of safety shall result from publication of, or compliance with, these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

## **Benefits and Insurances**

### ***\*Participants Benefits***

Posted on the DTRP Office wall is a certificate of benefits which covers everyone signed into the pit areas. Call the office at 716-759-6818 to discuss any aspect of the insurance at any time.

You and your crewmembers are covered with broad benefits, just like racers in the major racing associations in the U.S. If any question or problem comes up about benefits, contact Speedway Management. Ambulatory care is covered by Track Insurance.

### ***\*Liability Insurance***

Our liability insurance insures the racetrack, the car owner, driver, and sponsors.

### ***\*General Information***

Every driver must inspect the racing surface and racetrack area for any defects, obstructions or anything which - in his/her opinion - is unsafe, and he/she shall report found condition in writing to the Race Director. Any driver entering any racing events is considered to have inspected the track and all conditions are satisfactory to him/her. If not, HE/SHE SHOULD NOT RACE. This further indicates that he/she is aware of these risks with full awareness and knowledge.

***The Speedway assumes no responsibility for damage to or loss of your equipment, vehicle or any parts by any means whatsoever. No person entering the pit area will have any claim for expenses or damage against Speedway or its promoters or officials regardless of negligence. There is no insurance on vehicles in the pits or infield. This applies to tow vehicles and trailers, as well.***

### ***\*Minors in the Pits***

Contact the DTRP Office well in advance so we may prepare the necessary releases for parental and guardian's signature. Do not wait till race day! Youth ages 14-18 must have a birth certificate or another official proof of age to complete Minor Release. This rule is for the safety of minors and cannot be overlooked. Those ages 18 and up are allowed in the pits with the necessary completed paperwork.

### ***\*Claim Information and/or Injury Information***

When involved in an accident involving injury, advise the racing officials immediately so the necessary reporting will be accomplished. **NO CLAIMS WILL BE CONSIDERED UNLESS REPORTED PRIOR TO LEAVING THE SPEEDWAY PROPERTY THAT DAY.** Contact the rescue vehicle driver or Safety Director and give him/her a full report before you leave the Speedway. If you are physically unable, your crew is responsible for this report.

## **Memberships/Licenses**

1. Drivers, Owners, and Crew members pay an amount determined by DTRP based upon racing divisions to reserve their number. The person who registered the number the previous year has until the Registration Party to purchase their membership and

reserve their number. After the Registration Party, the number will be assigned as payment is received. The membership amount increases after the Registration Party.

**Members are subject to conform to the rules herein.**

A) All drivers will be awarded points. Season end awards will be distributed at an awards dinner. This rule is designed to encourage all racers to support the Points Champions and Award Winners at that Season's Awards Banquet.

B) The point fund is provided through numerous sources. The FOAR Score Fan Club raises a portion. Drivers and owners must be members of FOAR Score by a date to be determined to partake in point fund money.

C) A license is issued to one person and is non-transferable. The license must be shown at each race in order to purchase a pit pass. Each license can only be used once at each race event.

D) In the event a car is owned by a partnership or corporation, a license will be issued to one person only. But corporate names may also appear on the membership application and license, and all point fund money will be issued in the name of the corporation.

E) Any member who permits someone else to use his/her license shall be fined not less than \$100 and/or be disqualified.

## **Handicapping/Car #'s**

1. With the purchase of an annual track license, the driver/owners reserves car numbers. Whenever possible, requested numbers will be assigned, but the handicapper reserves the right to issue all numbers in order to prevent duplication.

2. All numbers will be limited to 1 or 2 digits with no letters allowed.

3. If numbers 3, 6, or 9 are used, make sure they are distinguishable. Do not let nerf bars block visibility.

4. The number of cars to be qualified in each heat will be decided by the track handicapper and announced before the first heat for each division.

5. If a driver qualifies two (2) or more cars, he/she must drive the last car qualified in the feature race. The other car(s) is (are) not eligible. Car and driver must be qualified except for guaranteed starters. In the event the car the driver initially qualified is unable to compete, the driver may use another car but must start in scratch position. *Exception to this rule: Any feature that must be postponed to a different date, the driver will be qualified. Obviously, we cannot impound cars and have no way of knowing for certain that the car is the same. Postponed features we will allow driver to maintain qualified spot regardless of what car he drives.*

6. All driver changes must be reported to the pit steward/handicapper. All drivers changing cars must go to the rear (driver's responsibility). If driver changes are not reported to the Pit Steward prior to the race event, and are discovered after the race conclusion, neither the original driver nor the substitute driver will receive points for the nights event and will be disqualified. Illegal substitutions of drivers will not be tolerated! It is the responsibility of the driver to inform the Pit Steward of the change.

7. On postponed events, the driver is qualified.

8. There are no driver substitutions. Points are assigned to the driver, not the qualified car.

9. Driver and car must report to the pit steward one-hour before the original race program starting time to use handicapped starting position.
10. It is the driver's responsibility to read the pit notes each week. The notes are distributed upon entry into the pits each week and contain important week-to-week information and updates. PLEASE READ THEM, THEY MIGHT ANSWER YOUR QUESTIONS.

## General Rules

1. It is mandatory that all drivers wear a helmet Snell **2005** rated. Firesuits, belts, harness and submarine strap must be used at all times. Drivers must wear **fire retardant underwear, gloves and racing shoes.**
2. All cars should be neatly painted and carry numbers not less than 18" high on both doors and roof. Failure to comply with height rule will result in a 25-point penalty. 8" numbers are recommended on the hood and back panel. A 4" number is required on the top above the right "A" post in addition to the roof number. A 4" number is also required on the rear bumper or tail panel for assistance in line ups. Failure to comply will result in a penalty not less than 25 points. These rules are to benefit drivers, and to assist with visibility for fans, scorers and spotters.
3. It is recommended there be no solid black or dark blue paint jobs. All dark colored cars shall have a contrasting light color somewhere else on the car.
4. Director of Tech reserves the right to request body sheet metal to be replaced and painted if deemed necessary.
5. All vehicles shall have an ignition switch, which is easily accessible within the driver's compartment. The ignition switch should be labeled ON/OFF with a bright colored paint.
6. The fuel shutoff valve shall be labeled ON/OFF with a bright color and mounted to the right side of the driver.
7. Two (2) throttle return springs and a steel toe loop in gas pedal is recommended.
8. Fire extinguishers:
  - A) All crews must carry operable fire extinguishers capable of putting out fuel and oil fires.
  - B) An onboard fire extinguisher system is highly recommended
9. No air jacks are allowed for any division.
10. No antifreeze or additives in any division. Water only!!!! A car found to be running antifreeze will be disqualified from the event and will lose any points for that event.
11. If a car has a part that no one else has, and it's not mentioned in the rules, it's not assumed legal. Ask first.
12. Seat Belts and Shoulder Harness:
  - A) A quick release belt no less than three (3) inches wide is compulsory. Both ends of the lap belt must be fastened to the roll bar cage with high quality bolts not less than three-eighths (3/8) inch in diameter.
  - B) Shoulder harness must be no less than three (3) inches wide and must come from behind the driver's seat where the harness crosses the roll cage that will prevent the harness from sliding side-to-side. Shoulder harness inertia reels cannot be used. Belts must have a sternum latch.
  - C) A center crotch belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on the top.

D) Where the belts pass through the seat edges, it must have a grommet installed be rolled and/or padded to prevent the cutting of the belt.

E) All seat belts and shoulder harness must connect at the lap belt with an approved quick release buckle.

F) All seatbelts must be dated 2006 or newer and have identification tag.

13. Seats: Only custom manufactured aluminum seats acceptable to Track Officials are permitted. All seats must have padded rib protectors. Seats must be securely mounted to a set substructure integral with frame and roll cage members. No fiberglass seats allowed.

14. An adequate padded headrest is mandatory.

15. All drivers new to a division (Modified, Sportsman, Late Models, Super and Street Stock, 4 Cylinder) must display a three (3) inch yellow stripe the full length of the rear bumper for the entire season.

**16. A participant, by competing in any race at Dunn Tire Raceway Park, specifically agrees and acknowledges the following addendum to the Rules of Competition, to wit:**

**“That he or she understands that it is illegal to soak or treat racing tires and that said soaking or treating of racing tires is against EPA regulations and further contains carcinogens and hazardous materials which are unfit for his/her health and the health of all competitors and spectators. Any participant violating this rule will be subject to a fine and/or suspension. All other terms and conditions continued in the Rules of Competition shall remain in full force and effect.”**

***Any changes or addenda to this rulebook will be posted in the weekly pit notes. It is the driver’s responsibility to secure a copy of the pit notes and note any rule changes.***

## **Illegal Items & Tech**

Absolutely no removal of, alteration of, or covering of casting numbers, part number manufacturers name, logo, insignia, etc. from any item on the racecar. To do so makes a part illegal and will be treated as such. If you come up with a rare part that we cannot find listed for passenger car use, the burden of proof is on you. **WRITTEN APPROVAL IS REQUIRED FOR ANY PART NOT MENTIONED.**

At any time you may be asked to remove a head, manifold, or possibly an entire engine for inspection. **ALL DECISIONS BY THE TECH INSPECTORS ARE FINAL.**

## **Procedural Rules**

1. All decisions by the officials at the track involving race procedures and tech are final. Videotapes are not admissible as evidence for protests.

2. Practice - All practice laps are at the discretion of the Starter. No practice whatsoever unless the Starter, Race Director, Pit Steward, tow trucks, safety crew, and safety equipment are in position. No practice during intermission. Practice is for a set time with no guaranteed set number of warm up laps for each class.

3. Absolutely no drinking of intoxicants or use of controlled substances by any participants allowed at any time before or during the racing program, or any evidence thereof by any driver, owner, or crew member. Offenders will be suspended for 1 (one) year or more.

Suspension may be extended to the driver if crewmember is involved.

4. At all race events the driver assumes responsibility for the action of their pit crew (including car owners and sponsors) in every respect. The driver is the only spokesperson for the car and pit crew.

**5. Physical or verbal abuse or unsportsmanlike conduct by a driver, owner, crewmember to an official or other track personnel, will result in that person being disqualified, suspended, and fined up to \$5,000 dollars at the discretion of track management.**

**6. Driver must stay with their car at all times while on racing surface. If the driver is involved in an accident and their car must be towed, the driver MUST remain with the car or the car will be towed to the infield and brought to the pits at our convenience. STAY WITH YOUR CAR! (Unless an injury prevents you from doing so, then you will exit the track racing surface with medical personnel)**

7. Any person taking physical action against an individual or personal property, for any reason, may be fined and/or suspended. If the car owner is involved, the suspension includes the owner's car. The suspension and fine may be extended at the discretion of officials and/or management.

8. No one shall enter the Pit Steward or Race Director's tower during the racing program. All officials have radio or phone contact with the tower and can discuss any problem.

9. Anyone deliberately disobeying an order of any official may be subject to a fine and/or suspended. The car he/she is connected with will not be allowed to participate in future events until the fine is paid.

10. No excessive speeding in the pit area.

11. Only safety crews and wrecker crews will be allowed on the track in the event of any accident. At no time will any of the driver's crew be allowed on the track during a racing event.

12. No repairs to cars are to be made on the track at anytime. You must pull off the track to make any repair no matter how minor. During restarts, if a car needs any attention and pulls off the track for any reason, this car must restart in scratch position. Exception: Red flag situations – when field has completely stopped, driver may inspect car and perform any work they can without tools.

13. Each car must be self-starting and must start each event under its own power or will go to the rear. All cars must leave the track's designated place of line-up under its own power. If a track official stops cars, they may be push started and maintain position on the track. This includes red flag situations.

14. All equipment is subject to the approval of track officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.

15. All cars must take a green flag in the feature event to be eligible for payoff and points.

16. All drivers must be ready to compete and have their cars in line before each event enters the track or will be sent to the rear. You will not participate in a race unless you take the original green flag for that event, whether it be a heat or feature.

**17. The Starter has complete charge of track while racing. No protest is allowed on a Starter's decision.**

18. If there is an accident before the first lap is official, the field will be completely restarted with the car, or cars, bringing out the caution going to the rear of the field.
19. In regular shows where the caution laps do not count the car, or cars, that bring out the caution must go to the rear.
20. In races where caution laps count, that are DTRP run (i.e. not RoC tour), any car involved in or which spins, slows or stops to avoid an accident where the yellow flag is displayed must pick up its position in the field wherever it regains its momentum. All others maintain position. At the discretion of track officials, a car may be put to the rear of the field for adding to a yellow flag situation.
21. On a caution any car going to the infield or pit area must return to the rear of the field.
22. Under Red Flag conditions, no cars will move unless directed by an official. Any participant disobeying the red flag will be immediately disqualified from the race.
22. The yellow flag signifies caution and the caution flag will be given to the first car passing the Starter. After the yellow flag is displayed, cars must hold position IN SINGLE FILE with NO advancement or competing for positions until either the green or red flag is again displayed, unless directed by an official.
23. Any car falling out of position during a caution flag must fall in at the rear of the field for the restart. The only exception is if the car is coming to the start-finish line to either check his/her position or inform the Starter of a track hazard. (This rule is designed to keep the race under as little delay as possible. Sometimes it will work to a driver's advantage, other times disadvantage, but as long as we all understand the rule we will have little or no problem getting restarted.)
24. NO racing back to Start/Finish line. If a caution is displayed, all cars must slow and maintain their position. While the scorers may opt to count the lap as the leader passes the Start/Finish line during the caution, the line up for the restart will revert to the previously completed green flag lap.
25. Any car involved in, or spins to avoid, an accident where the yellow flag is displayed must fall to the rear of the field. All others maintain position.
26. In the event of contact between two or more cars, penalties will be determined by DTRP on an individual basis.
27. Passing under the caution will be penalized two (2) positions for each car passed. When the caution flag flies, cars will fall into single file, passing car-giving way to lead car.
28. The driver receiving the checkered flag in any feature race must bring his/her car to the starting line and must participate in Victory Lane ceremonies. The race winner is to remain in Victory Lane until released by the official in charge of the event.
29. All restarts will be double file for the duration of the event. UNLESS the starter, at their discretion, feels the restart needs to revert back to single file because of repeated failed double-wide attempts. The, cars will restart in single file format. **Race Director AND Starter may decide at their discretion, at anytime, to restart in single-line format.**
30. Any driver causing excessive delays in a race will be disqualified at the Starter's discretion.
31. Any driver guilty of violating any of the flag or light rules will be penalized at the discretion of the Starter.

32. Rough riding penalties will be left up to the discretion of the Starter. If he feels the occasion warrants, whether intentional or not, the driver may be fined, suspended and/or disqualified. Fined driver will not be allowed to compete until the fine is paid.
33. Once the field of cars is lined up and the Starter signals the drivers to be ready, preliminary laps may be set at the discretion of the officials. During the preliminary laps, if a car does not maintain its designated position in the starting field, the car may be repositioned at the discretion of the officials.
34. The race begins at the commencement of pace laps, but scoring and official distance begins at when the green flag is displayed.
35. Any persons under the age of 18 must submit a fully completed minor's release by a parent or legal guardian. At no time is the minor authorized to be in the pit area when the said parent or guardian is not present. No persons under the age of 14 shall be permitted in the pit area. Our employees reserve the right to deny anyone who appears under the age of 18 entry from the pit area without proper identification.
36. Any driver under the age of 18 who wishes to compete at DTRP must first gain prior approval from DTRP management and insurance company. In addition, minor releases signed by both parents must be on file.
37. Any drivers caught jumping before the green flag is displayed will be set back Two (2) cars for every car passed. If the officials are unable to do this during the race, it will be done in the finishing order.
38. Any driver new to a division will be under a probationary period.
39. No person will be permitted to ride on the outside of a car at any time.
40. Cars being teched are allowed to have two (2) of their crew working on the car. Please help us to keep others away from the car being teched. It will allow all involved to complete the task quicker.
41. When given the black flag, the driver must get off the racing surface immediately. Drivers may not continue to race after receiving the black flag without consultation with an official. Driver must slow down, keep clear of other cars in the race, and retire to the infield immediately. The black flag does not necessarily mean automatic disqualification. Scoring will be stopped immediately, and the car may be fined \$50 per lap for failing to leave the racing surface immediately.
42. Red Flag procedures: Stop immediately where you are on the track. A driver may do any work on the car he is able to without tools on the track. If work must be done in the infield or pit area the car restarts at the rear of the field. We will allow teams to work under the red flag, but cars may not leave the track during a red flag to go to the pits to work on their cars. Cars may only leave the racing surface under red with permission from an official. In races where cautions count, caution laps will resume being counted after the race has been restarted with a green flag.
43. If unforeseen circumstances prevent the completion of the advertised distance, the race will be considered official after the halfway mark has been reached. In the event of a red flag situation after enough laps are counted to call the race complete, and the event cannot be completed in full, the last scored lap will be used to determine the official finishing order. Any driver going into the pits while the red flag is out will be scored behind all cars completing the same number of laps.
44. When there are five (5) or less laps to go in a feature, lapped cars will be lined up behind the cars on the lead lap.

## **Protest Procedures and Rules**

1. Any **driver** may protest any violation of the rules including specifications. Crew members, car owners, and/or sponsors are unable to protest other competitors. Visible protests must be made before any event. Any time a tool or mechanical device has to be used by an official to determine a car's rule compliance, it is not a "visible protest" situation. For the purpose of an appeal, any official's measurement is presumed to be correct, absent a showing of mistake or prejudice. All track equipment - scales and other measuring devices, etc., shall be assumed to be accurate.
2. Any competitor who institutes a tech tear down inspection must tear down his/her car as well to check the same part being protested.
3. All tech protests involving a particular event must be in writing specifying the matter of protest no later than ten (10) minutes after completion of the event in which the alleged violation occurred. Each separate protest shall be given to the Director of Tech accompanied by a \$200 (U.S. Funds) protest fee, with the following exceptions on fees:
  - A. P&G Test - \$150.00 (U.S. Funds)
  - B. Motor tear down - \$500.00 (U.S. Funds or equivalent) - \$400 (U.S.) going to the protested car if the car is legal or \$400 (U.S.) returned to the protester if the car protested is illegal. The protester must specify specifically what is to be checked.
  - C. \$200 each additional item protested.
4. The driver must orally make a protest of race results to the Pit Steward within fifteen (15) minutes of the official announcement of the order of finish. A recheck of scoring will then be made as necessary and these results will be considered final. Only driver protests on racing results will be considered.
5. Any car found to be illegal will not receive any money or points for that event
6. In order for a team to appeal an illegal part, the part must be placed with the Director of Tech within ten minutes of notification of being illegal. The driver has three (3) days to prove the legality of the part to the Director of Tech. If the part is ruled illegal the driver will lose the points and money for that event that he/she was disqualified and an additional 60 points.
7. Anyone disqualified twice for the same infraction will lose double points; three times will lose all points for the year.
8. In the event that a part is deemed illegal, the driver must prove the infraction has been corrected before he/she will be permitted to participate at any future event.
9. Protests in any nature, (technical, procedural, etc.) may ONLY be made by drivers. Absolutely no consideration will be given to any protests made by Owners, Crew Members, Sponsors, etc. Aforementioned may not file a protest on behalf of driver.
10. DTRP reserves the right to refuse any protest if the protest is deemed unnecessary and/or being used for harassing purposes.

## **Points Awarded**

1. Track points will be awarded for all events, unless sanctioned event is by invitation or otherwise stated. The handicapper determines the number of cars in the heats, consolation and feature events.
2. Track points will be awarded to drivers only. Drivers must have a track membership to obtain points or point fund monies.

3. In the event of a driver change during a point race event, the driver of the pace lap will earn the points based on their car's finish
4. Point funds will be awarded to the owner of the race team as stated on 2012 memberships. Point fund money will be awarded to those in attendance at the Banquet.
5. Weekly payoffs are available immediately following technical inspection. If you do not pick up your pay on race day, it will be available up to three weeks following each event at the track office from the time the pit gates open until the current night's payoff begins. To make other arrangements, contact the track office. Payout will be available for 30 minutes after the last technical inspection of the night. If drivers are unable to pick up their payout in that time period, they will have to wait until the next week to pick up their money won.
6. Several programs are in place to reward drivers that are provided by sponsors. When required, a driver must run the decal of that Sponsor to be eligible for that reward.

### **Point System**

#### **Finish Points**

- 1** 60 **15** 26
- 2** 55 **16** 24
- 3** 50 **17** 22
- 4** 48 **18** 21
- 5** 46 **19** 20
- 6** 44 **20** 19
- 7** 42 **21** 18
- 8** 40 **22** 17
- 9** 38 **23** 16
- 10** 36 **24** 15
- 11** 34 others 15
- 12** 32
- 13** 30
- 14** 28

#### ***\*Points & Disqualifications***

If a driver is disqualified for any reason during the course of the event, he/she will lose all points gained during the event including heat points, lap leader points, and feature points. Heat points and lap leader points will not be reassigned to the next place drivers. However, all drivers finishing behind the disqualified driver in the feature will move up their finish position accordingly and will receive appropriate points.

#### ***\*Lap Leaders***

Five (5) points will be awarded for leading a lap in the feature.

#### ***\*Heat Points***

The following points will be given to the first, second, and third place heat finishers.

- 1<sup>st</sup> – 6 points
- 2<sup>nd</sup>– 4 points
- 3<sup>rd</sup>– 2 points

If a driver is disqualified after a feature event, they will also lose any heat points gained during that scheduled racing event. The points for heats will not be reassigned to the next place driver (i.e. the fourth place heat finisher will receive third place heat points).

### ***\*Line Up & Handicapping***

The line up and handicapping is based on the feature finish position for the previous three events, unless otherwise noted in the weekly pit notes. Feature finish points will be used to calculate the handicapping. Heat points and lap leader points will be not be included in the calculation – only the finishing position points awarded will be utilized. For the first three weeks of the season, draws will be utilized to set the starting fields. Those who are disqualified or for those who have not raced in any of the previous three weeks, will be assigned a win plus one (61) points for handicapping procedures. Special events (i.e. extra distance or dollar shows) may be lined up with a draw. This is at the tracks discretion.

For the 2012 season, the Modified and Late Model divisions will not utilize the handicapping system but rather will draw for the each event.

### ***\*Rookie's***

A driver must not have competed in more than six (6) events in the division to apply for rookie status. Drivers must indicate on membership application that they will be running as a rookie for this season. The progression must be upward; for example, no modified driver can compete as a sportsman rookie.

## **General Rules for All Classes**

***\*General rules apply only when a specific division's rule is not specified.***

1. Composite materials or coating will not be permitted on car or engine parts. All parts must be original material and surface unless permitted by specific rules.
2. All engines must be naturally aspirated with no devices to increase air velocity or air pressure entering engine. All air entering combustion chambers must pass through air cleaner.
3. When being weighed, cars will not be permitted to change or add any parts or liquids including dislodged parts or lost fluids. Drivers cannot move in any way to influence weight percentages.
4. Devices that are or could be controlled by driver or crew, while car is moving, that may affect handling or frame height is NOT permitted.
5. Radiators must be centered in front of engine. Water only in the radiator. NO ANTIFREEZE. A catch can is mandatory.
6. Crank case ventilation must not be power assisted.
7. All cars must be self-starting. Cars with a standard transmission must have a working clutch. Cars with an automatic transmission must have a working torque converter.
8. No part of car including fuel can be heated or cooled prior to race. No cooling of fuel or fuel air mixture during race.
9. Fuels—pump gas or racing gas only. No special blends. No performance enhancing chemicals may be added to fuel or air that enters the engine. All fuel must pass DTRP fuel tests.
10. No on-board computers, micro controlled processors, recording devices, memory chips, traction or brake control devices or digital readout gauges.
11. Tires cannot be altered in any way. No softeners, coatings or chemical additives of any kind on or in tire. Testing, dismounting, and durometer readings will be used to determine legality. All tires must have proper track identification and manufacturer stamp on sidewalls.

12. Weight added must be painted white and have car number on it. No weight may be placed lower than frame or in driver's compartment. All added weight must be acceptable to track.

13. No mechanical, air or hydraulic weight shifting devices other than what is explicitly listed in rules.

## **General Safety All Classes**

1. Fuel Cells are mandatory. Fuel cell and its installation are subject to track approval. Fuel lines must be protected. No glass or plastic filters.

2. Race cars must carry approved 2 ¾ lb dry chemical fire extinguisher with pressure gauge. A halogen on-board fires system is recommended. It is recommended that each team have a 10 lb minimum fire extinguisher within their pit area.

3. Firewalls to engine and trunk must be completely sealed by steel with a minimum of 22 gauge.

4. No batteries, weights, water, gas or oil in driver's compartment.

5. All parts of the car including bars, weights, bumpers, hoods, trunks, etc., must be surely fastened. (See rules section on penalties if dislodged).

6. Main roll bars must be a minimum of 0.090 inches thick steel. Gussets must be in appropriate areas with minimum thickness of 0.125. All roll cages must meet with track approval.

7. One piece padded aluminum racing seat only. Seat must be securely attached to frame or cage.

8. Fuel, Ignition and battery disconnect switches must be clearly marked ON/ OFF and must be within driver's reach.

9. All cars must have capacity to catch and hold leaking liquids such as gas, oil, and water.

10. All open wheel cars must have front wheel assembly tethered to frame.

11. All steering columns must be collapsible or installed in a manner not to spear driver.

12. Car must provide access for towing. Tow cables recommended on full body cars.

13. Exhaust must exit in a manner to prevent fume from entering driver's compartment (required on 4 Cylinders).

14. Two throttle springs and gas pedal toe lift strap are mandatory.

15. Driver's side window net mounted to roll bars with quick release is mandatory.

16. Padding is required on all roll bars that driver may come in contact with.

17. Drivers must wear a helmet with Snell 2005 rating. Also, fire retardant gloves, underwear, driving suit, socks and shoes are required.

18. Seat belts and shoulder harness must be quick release with a minimum of 3-inch nylon lap belt.

19. Crotch straps are compulsory and all belts must be fastened to frame or cage in a safe manner. Belts must be dated 2006 or newer and should be replaced every year.

20. Adequately padded headrest is mandatory.

21. Drivers new to a division may be asked to display a yellow rookie stripe or start at the

rear of races until proven experienced.

22. Steering wheel quick connect must be steel or aluminum only.

## **MANDATORY One Way Radio System**

**All divisions (Modified, Late Model, Sportsman, Super Stock, Street Stock, TQ Midgets, 4 Cylinders, and Legends) must run a one way radio system!**

All cars must be equipped with a one-way radio (scanner) to monitor the race director's instructions. The frequency is 150.815. It is YOUR responsibility to make YOUR one-way radio/scanner works on the track and has charged batteries – NO EXCEPTIONS.

Absolutely no two-way communications permitted, including but not limited to: two-way radios, cell phones, etc. Two-way radios will not be permitted in the car at all. Device must be receiving only with no capability to transmit. Teams are not permitted to transmit at all to their car, either, by any means. The only communication permitted to drivers in their race cars are the one-way radios that DTRP officials will use. Drivers may not transmit to their crews. No crew-to-crew communication from grandstand-to-grandstand. Bottom line: No communication between crew and car/driver, or car/driver and crew. No two-way communications on the property once practice has concluded. The only exception to this rule will be made at the racetrack discretion (i.e. touring series, longer distance races).

**PENALTY:** If found in violation of this rule, driver will be disqualified from race, forfeit all money and points from that event and be fined an additional 25 points