

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing and to establish minimum requirements for such events. These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from the compliance with these regulations. They are intended as a guide for the conduct of the sport and are in no manner a guarantee against injury or death to a participant, spectator or official. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

## 1.1 RACE LINEUP, GRID PROCEDURES AND FINISH

1.1.1 **General administration** - Officials reserve the right to reject the entry of any car or driver without cause. Officials may reject entry of any car or driver for non-compliance with these or other regulations until such time as compliance is reached. Decisions are final.

1.1.2 **Drivers meeting** – All drivers must attend the drivers meeting.

1.1.3 **Pre-grid and grid lineup** – All entrants should line up in the designated staging area by officials for that race. If you do not line up in the designated area, you run the risk of not being considered present by the official in charge and penalized. Lateness is defined as being absent when the field is instructed to leave the staging area. If you are late to the grid, the penalty is the loss of your scheduled starting spot and you will be placed at the rear of the field.

1.1.4 **Sign-in and pill draw** – All competitors should sign in and draw a pill for the preliminary race (heat races). This information is partly for record keeping and partly for race administration. The driver of record will be considered the driver whose name is written along with the car number. If a driver change or number change occurs, or if a mistake has been made *before lineups are set*, the driver may be changed and/or corrected without penalty. Drivers who do not participate in the pill draw will be placed at the rear of the field for a heat race. Note: If you intend to start at the rear of the field, please notify the sign-in official and state your intentions (e.g. start at the rear for the heat only; start at the rear for all events, including feature, etc.). You still need to sign in to provide a record of your name and car number. Under no circumstances may a driver trade his/her number with another competitor or draw more than one number. When signing in, PLEASE make sure you: 1) Sign in on the proper form for the division you are competing in. 2) Print your car number legibly. 3) Print your first and last name legibly with the correct spelling.

1.1.5 **Preliminary heat(s) race(s) lineup** – For most regular season and non-timed qualification events, heat race lineups will be set by pill draw order for each class. For time trials, in most cases, the pill draw will determine the qualifying order

*Disclaimer:* Track officials reserve the right to add, remove and/or amend the general competition rules and administrative procedures for factors including, but not limited to, the interest of promoting fairness, sportsmanship and/or safety. No express or implied warranty of safety shall result from the compliance with these regulations. They are intended as a guide.

only. Track officials will make competitors aware of the program if qualifications are involved. The exact placement of drivers to heat races is usually determined by the car count. Lineup officials strive to place no more than 10-12 cars per heat race. This is a goal, not an unconditional rule. Time, unordinary large or small fields, and other factors may necessitate a change.

- 1.1.6 **Consolation race(s) lineup (B-main and below)** – If the field size exceeds the maximum starting field (typically 24), track officials may elect to run a consolation race to determine a fixed number of positions in the feature lineup. The exact number of cars to transfer to the A-main (feature) and race distance will be determined by event, class and field size. In certain cases, track officials may waive the consolation race and start all cars available in the A-main (feature).
- 1.1.7 **A-main feature race lineup** – The A-main starting lineup will be determined after all preliminary and consolation races are completed per class. In the event a re-draw (see next section) is used for a number of positions, those drivers will start where they draw. All others will start according to the finish of a heat race and consolation. If another method is used, such as an inversion, those drivers will be inverted according to the fixed number of positions. All others not inverted will start according to the finish of the heat race and consolation. For example, if two heats are run, the first heat winner is considered the first car eligible for the re-draw and/or inversion, the second heat winner is considered the second car eligible, the second place car in the first heat is considered the third car eligible, and continues alternating through the order. *NOTE: Cars not starting a heat race will be placed at the rear of the field automatically for the feature.*
- 1.1.8 **Re-draw procedures** – For feature starting grids, The Rock uses a re-draw procedure consisting of a number of drivers per heat race, dependent on the number of heat races or other factors. In some cases, special events take precedent and track officials reserve the right to alter the racing format, including eliminating the re-draw for factors including, but not limited to, car count and time management. Generally, the re-draw procedure is as follows:

| <b>Heat(s)</b> | <b>Positions to re-draw</b> |
|----------------|-----------------------------|
| 1 Heat         | Top 6                       |
| 2 Heats        | Top 3 from each             |
| 3 Heats        | Top 2 from each             |
| 4 Heats        | Top 2 from each             |

- 1.1.9 **Handicapping** – For regular season points events in each division, the previous race's feature winner will be subject to a handicap of *no better than seventh\** in the next eligible race. Previous winners not eligible to *start sixth or better\** will start in the normal spot earned according to finish and lineup procedures.

*\* Car counts may dictate the maximum or minimum starting position for handicapped previous*

*Disclaimer:* Track officials reserve the right to add, remove and/or amend the general competition rules and administrative procedures for factors including, but not limited to, the interest of promoting fairness, sportsmanship and/or safety. No express or implied warranty of safety shall result from the compliance with these regulations. They are intended as a guide.

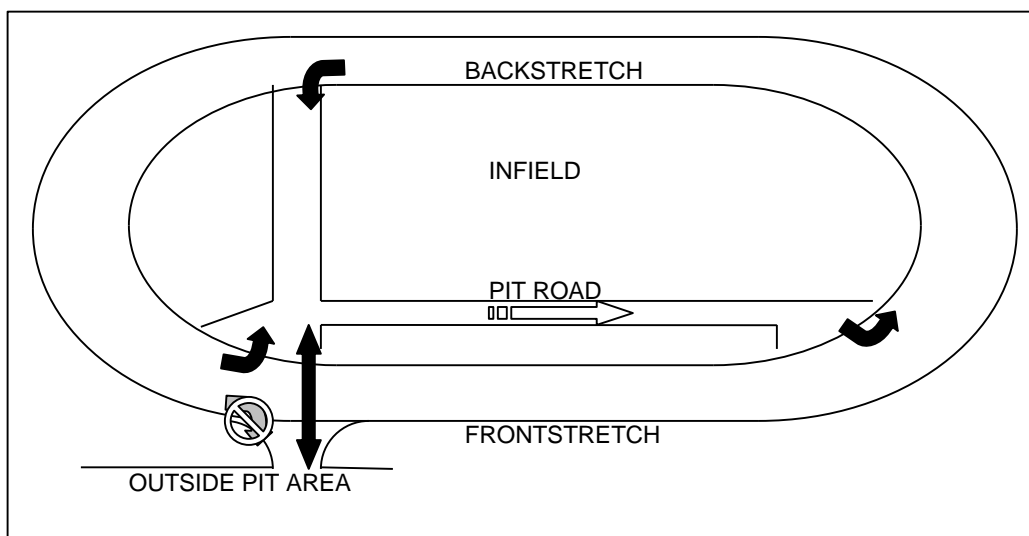
*winners. Track officials reserve the final decision to use handicapping for special events. Non-point races are generally excluded.*

### 1.1.10 Finishing orders and credits

- 1.1.10.1 **Finishing order** – The A-main finishing order is determined by the order of the cars crossing the finish line. Cars down one lap or more from the leader will first be scored in the order of the most laps completed, then by the order across the finish line.
- 1.1.10.2 **Credit for starting feature race** - Drivers who take the initial green flag are credited with starting the race and will be credited with a finishing position, prize money, if any, and points.
- 1.1.10.3 **Credit for appearance** – Drivers who attempt to race *with a car present and signed in* will be credited with 50 points. Attempting to race may be considered doing as much as, but no less than, taking a warm-up lap or completing a lap in a heat race or consolation. This credit is intended to support drivers with incidents that prevent them from competing.

## 2.1 RACE PROCEDURES AND ADMINISTRATION

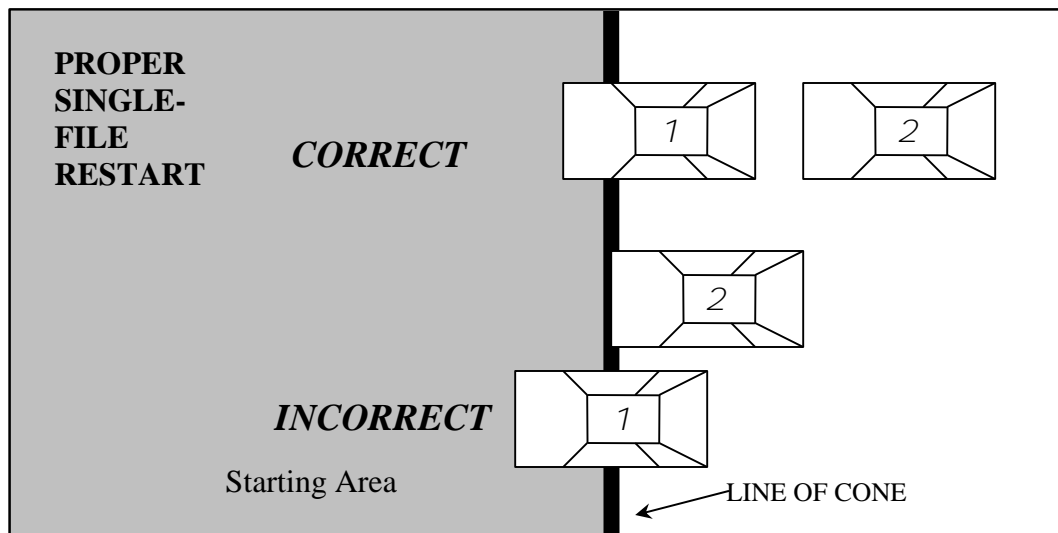
- 2.1.1 **Entering/Exiting the track** – Only use the designated entrance to the speedway from the fourth turn pit area to/and from the track and to the track from the infield pit road. Do not go on to the speedway using other means. Exits are available on the backstretch and off of turn four and in turn one. When the race is completed, all drivers should exit using the backstretch pit exit unless instructed otherwise. Those drivers required to weigh in must do so immediately after the race.



**Disclaimer:** Track officials reserve the right to add, remove and/or amend the general competition rules and administrative procedures for factors including, but not limited to, the interest of promoting fairness, sportsmanship and/or safety. No express or implied warranty of safety shall result from the compliance with these regulations. They are intended as a guide.

- 2.1.2 **Pit road** – **Do not speed** on pit road to re-enter the speedway. This is unsafe to both the drivers and teams and could result in serious consequences. Crews should always be behind the pit road wall unless attending to a car.
- 2.1.3 **Pit area (Infield or Turn 4)** - **Do not speed** in the pit area to and from your location. This is unsafe to both the drivers and teams and could result in serious consequences. Always watch for other people on foot and proceed with caution.
- 2.1.4 **Initial start** – Double file starts for the first two attempts. After two tries, the field starts single file. Drivers must maintain their position until crossing the starting point (cone). The field should be nose to tail, side by side in even distribution. The lead car will start the race at the starting area. All cars must pass between the cone and the outside wall in order.
- 2.1.4.1 **Pace** - The pole car should set a moderate pace. An excessively slow or fast pace will result in a warning and if repeated, a penalty.
- 2.1.4.2 **False start** – Occur for misalignment or field separation. Any car caught out of line or advantaged in any way will result in a warning to the offender. Repeat offenses will result in a two-position penalty to be assessed either on the next restart or at the finish.
- 2.1.4.3 **Jumping** – Any car deemed by the official on duty to be overtaking a car in front before the designated starting point OR gaining an unfair advantage by other methods will be penalized two positions either on the next restart or at the finish.

Figure 1



*Disclaimer:* Track officials reserve the right to add, remove and/or amend the general competition rules and administrative procedures for factors including, but not limited to, the interest of promoting fairness, sportsmanship and/or safety. No express or implied warranty of safety shall result from the compliance with these regulations. They are intended as a guide.

- 2.1.4.4 **Other** – Brake checking to subvert cars starting behind you is improper and if even tenuously suspected, a warning will result. Continued appearance of this practice or like methods to thwart the fairness of competition may result in a penalty.
- 2.1.5 **Restart** – Single-file unless instructed otherwise. Drivers must maintain their position until crossing the starting point (cone). The field should be nose to tail in even distribution. All cars must pass between the cone and the outside wall in single-file order.
- 2.1.5.1 **Pace** – See 2.1.4.1.
- 2.1.5.2 **Jumping** – See 2.1.4.3. (See Figure 1).
- 2.1.5.3 **Other** – See 2.1.4.4.
- 2.1.6 **Pitting during heat race** – Drivers may *not return* to the speedway after entering the pit area or pit road during a heat race only.
- 2.1.7 **Yellow flag procedures, scoring, realignment and courtesy**
- 2.1.7.1 **Scoring procedures** - For a lap to count, the leader plus one car must pass the start/finish line before the yellow is displayed. Cars completing the lap before the yellow flag comes out are scored as they cross the start/finish line. The remaining cars not crossing the start/finish line prior to the yellow flag will be lined up according to their last lap scored. No racing back to the start/finish line is warranted.
- 2.1.7.2 **Realignment** - During a yellow flag, all cars must get in single file to be realigned if needed. All drivers need to cooperate with race officials on the track to get in the proper position for the restart as quickly as possible.
- 2.1.7.3 **Incident involvement** - Any car considered by officials as being involved in the caution must go to the rear of the field.
- 2.1.7.4 **Official's safety check** – Drivers who are instructed to stop under caution by a track official to check the car or to remove minor damage for safety reasons may reclaim their position. At no time may crew members perform work on the track under caution.
- 2.1.7.5 **Pit stops** – Any driver who enters the pit area under caution must restart at the back of the field.
- 2.1.7.6 **No-stop exception** – The Rock adheres to a “no-stop” exception when charging cautions to a driver *who may spin but continue quickly and*

*Disclaimer:* Track officials reserve the right to add, remove and/or amend the general competition rules and administrative procedures for factors including, but not limited to, the interest of promoting fairness, sportsmanship and/or safety. No express or implied warranty of safety shall result from the compliance with these regulations. They are intended as a guide.

*without further incident.* Incidents that meet the exception will not result the driver being sent to the rear. This exception does not absolve the driver from all incidents in which he/she causes a caution but may keep moving.

2.1.7.7 **Flat tire courtesy** – A two-lap courtesy will be extended to any driver with a flat tire ONLY who safely stops on the track to the attention of the flagman because of the flat tire ONLY. The crew must immediately attempt to change the tire; else officials will not extend the courtesy. Once two laps have been completed, track officials will determine whether to proceed with the restart.

2.1.7.8 **Maximum per driver** – A driver will be black flagged and sent to the pits for causing or having involvement in three (3) cautions during a feature event and two (2) cautions during a heat race or preliminary event.

2.1.7.9 **Lapped cars after halfway** – After the halfway point of any race has been reached, cars one (1) lap down or more to the leader will be placed at the tail of the field for any or all subsequent restarts beyond halfway.

## 2.1.8 **Red flag notice and penalty**

2.1.8.1 **Stop safely** – Upon the display of the red flag, drivers should come to a safe stop on the speedway and wait until further notice before moving. Drivers need to be mindful that rescue crews, safety vehicles and/or other officials need access to the scene and should not block pit exits or hinder the operation in any way, intentionally or unintentionally.

2.1.8.2 **Pit work penalty** – (1) In the interest of safety as discussed in 2.1.8.1 and in fair competition, crews are not permitted to work on cars, either in the pit area or on the track, while the red flag is being displayed. The penalty is minus one lap. (2) Drivers that must pit during the red flag will lose their position on the track but will not be penalized if they do not work on the car in violation of part one (1). A crew member may be permitted to help the driver clean up a helmet visor, including replacing tear-offs but must notify an official before doing so. Crews may work in the pit area once the red flag is removed and the yellow is displayed.

2.1.8.3 **Fuel stops** - An exception will be provided under the direction of the pit steward and other track officials to allow for red flag fuel stops and limit the amount of crew members and work permitted to the race car. Cars must stop in the designated refueling area and may not perform work not authorized by officials without penalty.

## 2.1.9 **Black flag**

*Disclaimer:* Track officials reserve the right to add, remove and/or amend the general competition rules and administrative procedures for factors including, but not limited to, the interest of promoting fairness, sportsmanship and/or safety. No express or implied warranty of safety shall result from the compliance with these regulations. They are intended as a guide.

- 2.1.9.1 **Procedure** – Drivers must report to the pit area immediately after being given the black flag.
- 2.1.9.2 **Loss of Scoring** - Failure to acknowledge a black flag in a timely manner will result in a loss of scoring.
- 2.1.10 **Post-race** – Drivers should report to the scales immediately following the conclusion of the race. Drivers should report back to the technical inspector for a post-race inspection following the victory lane presentation.
  - 2.1.10.1 **Failure to cooperate** – A failure to cooperate or comply or to interfere with the post-race technical inspection will result in a disqualification.
  - 2.1.10.2 **Failure to report** – A failure to report for the post-race technical inspection will result in a disqualification.
- 2.1.11 **Miscellaneous**
  - 2.1.11.1 **Duplicate car numbers** - Duplicate car numbers are generally acceptable. However, two or more cars with similar appearances may be asked to place an additional letter or symbol adjacent to the car number on the doors and/or roof to aid track officials and scorers with identification.
  - 2.1.11.2 **Driver changes** - Driver changes are permitted in most cases. Driver changes will result in the new driver starting at the rear of the field for a heat, consolation or feature, whichever comes first following the driver change. Driver changes must be reported to the pit steward prior to competing. An unapproved driver change will result in a penalty to the rear of the field after discovery, even if not discovered on the night in question.
  - 2.1.11.3 **Car changes** – Car changes within a class and/or use of a backup are permitted in most cases. Car changes must be brought to the attention of race officials before competing and the driver will forfeit his/her starting position for the race and start at the rear. An unapproved car change will result in a penalty to the rear of the field after discovery, even if not discovered on the night in question.
  - 2.1.11.4 **Scoreboard** - The scoreboard is unofficial in position and laps.
  - 2.1.11.5 **Minimum speed** - Drivers who are not within a reasonable minimum speed may be black flagged at the discretion of a track official.

*Disclaimer:* Track officials reserve the right to add, remove and/or amend the general competition rules and administrative procedures for factors including, but not limited to, the interest of promoting fairness, sportsmanship and/or safety. No express or implied warranty of safety shall result from the compliance with these regulations. They are intended as a guide.

- 2.1.11.6 **Race time limits** – Track officials reserve the right to impose a time limit on any or all events. In the event a time limit is reached, the white flag will be displayed to the leader the next lap.
- 2.1.11.7 **Rain** – In the event of rain, the event is considered complete after all heat races have been completed. In this case, any or all feature events will be rescheduled at a later date and the field will be locked to only those drivers who qualified on the night of the rain-out. If the event is rained out before heats are completed, no results will carry over. Feature races will be considered complete if the halfway point has been reached.

*Disclaimer:* Track officials reserve the right to add, remove and/or amend the general competition rules and administrative procedures for factors including, but not limited to, the interest of promoting fairness, sportsmanship and/or safety. No express or implied warranty of safety shall result from the compliance with these regulations. They are intended as a guide.

## 3.1 CONDUCT

- 3.1.1 **Participant's conduct** – Drivers and team members are expected to practice good sportsmanship and maintain reasonable respect for his/her competitors. Fighting and other types of effusive behavior will result in penalties, of which may be severe to the point of suspension and/or indefinite banishment from the speedway. Drivers and owners are responsible for their crew members and will be held accountable for any and all wrongdoing. Verbal or physical abuse of speedway officials may result in additional punishment.

*Disclaimer:* Track officials reserve the right to add, remove and/or amend the general competition rules and administrative procedures for factors including, but not limited to, the interest of promoting fairness, sportsmanship and/or safety. No express or implied warranty of safety shall result from the compliance with these regulations. They are intended as a guide.

## APPENDIX I - Summary of Common Penalties

- Failure to acknowledge a black flag in a timely manner  
Penalty: Loss of scoring in the running order.
- **Failure to report to post-race inspection -or-  
Failure to cooperate with a track official during post-race inspection**  
Penalty: Disqualification.
- **Rough driving/blatant failure to avoid contact with a competitor**  
Penalty: At the sole discretion of track officials, warning and/or penalty to the rear of the field and/or black flag and/or disqualification.
- **Reckless driving and/or speeding in the pit area**  
Penalty: Warning; then, any one of, or combination of two or more of the following: disqualification, probation.
- **Fighting**  
Penalty: Any one of, or combination of two or more of the following: disqualification, probation, suspension, exile.
- **Failure to wear proper safety equipment**  
Penalty: Loss of driving privileges until corrected.
- **Intentionally delaying the program**  
Penalty: Disqualification.
- **Working on car under red flag**  
Penalty: Minus one lap.
- **Car/driver changes during event**  
Penalty: Start next event at rear of field.
- **Jumping/false start**  
Penalty: Initial starts typically a warning first, then penalty; for restarts, typically two positions either during the next caution or in the final order, whichever comes first.
- **Exceeding max. no. of cautions caused/involved**  
Penalty: Black flag to the pit area for the remainder of the event.

*Disclaimer:* Track officials reserve the right to add, remove and/or amend the general competition rules and administrative procedures for factors including, but not limited to, the interest of promoting fairness, sportsmanship and/or safety. No express or implied warranty of safety shall result from the compliance with these regulations. They are intended as a guide.

## APPENDIX II – Championship Points

| Pos | Value | Double |
|-----|-------|--------|
| 1   | 175   | 350    |
| 2   | 170   | 340    |
| 3   | 165   | 330    |
| 4   | 160   | 320    |
| 5   | 155   | 310    |
| 6   | 150   | 300    |
| 7   | 146   | 292    |
| 8   | 142   | 284    |
| 9   | 138   | 276    |
| 10  | 134   | 268    |
| 11  | 130   | 260    |
| 12  | 127   | 254    |
| 13  | 124   | 248    |
| 14  | 121   | 242    |
| 15  | 118   | 236    |
| 16  | 115   | 230    |
| 17  | 112   | 224    |
| 18  | 109   | 218    |
| 19  | 106   | 212    |
| 20  | 103   | 206    |
| 21  | 100   | 200    |
| 22  | 97    | 194    |
| 23  | 94    | 188    |
| 24  | 91    | 182    |
| 25  | 88    | 176    |
| 26  | 85    | 170    |
| 27  | 82    | 164    |
| 28  | 79    | 158    |
| 29  | 76    | 152    |
| 30  | 73    | 146    |
| DNS | 50    |        |
| DNQ | 50    |        |
| DQ  | 0     |        |

| Heats |       |
|-------|-------|
| Pos   | Value |
| 1     | 5     |
| 2     | 3     |
| 3     | 1     |

*Disclaimer:* Track officials reserve the right to add, remove and/or amend the general competition rules and administrative procedures for factors including, but not limited to, the interest of promoting fairness, sportsmanship and/or safety. No express or implied warranty of safety shall result from the compliance with these regulations. They are intended as a guide.