



SEEKONK SPEEDWAY 2019 GENERAL RULES & PROCEDURES

GENERAL STATEMENT: The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events. These rules shall govern the condition for all Speedway events, and by participating in these events, all participants, guests, race members, and staff is deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

MISSION STATEMENT: It is the Speedway's intent to promote a visually appealing form of entertainment that sponsors and fans alike may benefit from and ultimately the ever-expanding sport of auto racing. It is the responsibility of all divisions to provide a visually appealing and uniform appearance for all vehicles. Specifically, paint and lettering. This benefits both fan identification and media appearance.

REGISTRATIONS & LICENSES: Anyone who participates as a driver or owner in any Seekonk division must be registered and licensed to receive points and prize money when given, special events may have different rules. The speedway reserves the right to reject or revoke any license or application at any time. A temporary license (TP) for owner & driver may be issued on a cost per use basis. Fee is non-applicable to annual license.

1.0 POINT SYSTEM

Points will be awarded to the driver for feature races only. To be eligible for points, driver must start in said events. Only regularly scheduled races will count for points. Special events may not, unless otherwise noted by track management. In case of ties, ties will be broken by using the greatest number of 1st, 2nd, 3rd, etc. until the tie is broken. NASCAR Point-fund distribution and Trophies will be made at the end of the season to the top (10) Ten drivers and top (5) Five owners of each Saturday division. Pro stocks points will be calculated by NASCAR using the NWAAS championship point's policy for division I & state championship. All other divisions will be calculated by the track point system.

TRACK POINTS FEATURES.

50 - 48 - 46 - 44 - 42 - 40 - 38 - 36 - 34 - 32 - 30 - 28 - 26 - 24 - 22 - 20 - 18 - 16 - 14 - 12 - 10 - 8 - 6 - 4 - 2
Two points to every position past 24th.

2.0 *HANDICAPPED POINTS*

We will use a current (3) week total for handicapping. Week one (1) is draw for positions (except Pro Stocks). Week two (2) is an inversion of week one points. Week three (3) is a total of week one and week's two points. Week four (4) and beyond will total the previous three weeks points. Each race missed driver is given 55 points. Disqualifications 65 points. Handicap points are used to assign positions in qualifying heats and feature races, starting the lowest at the front and highest to the rear. Past feature winners during the season cannot start closer than third row, the last feature winner will start in the last qualified spot next race. Special rules may be applied to championship races. Race Director/Competition Director may deem necessary to start any competitor toward the rear of the field for rough riding, technical issues or If, in their opinion, a car is not competitive on a given night based on lap times and/or handling problems.

QUALIFYING RACES: Drivers must run in a heat (qualifier) or consolation race for feature except, if there are 24 cars or less, if driver does not attempt to qualify they would then start at the rear of the field for feature. The qualifiers will determine which cars will advance to the feature with the remaining cars lined up in their finishing order for consolation race. The number of qualified cars will be determined by Competition Director.

CONSOLATION RACES: The consolation race will be run if car count is over 24 cars. If not, cars will be lined up behind qualified cars in their finishing order for the feature. Track management reserves the right to not run a consolation race and start all cars over 24.

PROCEDURE FOR START OF SEASON

Pro stocks: Draw for time trials, times will be used for qualifiers, feature will be inverted; number of invert will be determined by draw.

Late Models, Sportsman and Trucks: Qualifiers determined by draw, top four positions in each qualifier must have lap times taken in practices that meet *base line*. If a car is moved due to a low lap time all cars will move up in position. Features will be inverted; number of invert will be determined by draw after qualifying races.

*Base line is a lap time formulated by all cars practice times. The highest and lowest times are dropped and an average is taken.

3.0 SIGN IN PROCEDURES

Upon entering the pits, the driver or team representative must go to the Handicapper's booth and sign in their car. The car must be present to be signed in. If said car does not arrive, the driver may be handicapped with (2) feature wins.

All cars must be signed in 30 MINUTES before the first scheduled qualifying event. Cars signed in after this time will be assigned to the tail end of a qualifying race. If a driver once qualified changes cars they will be repositioned to the year of the field.

ROOKIE PROCEDURES: Rookie rules apply to all divisions, except division I (Pro Stock) NASCAR posts rookies when they hold a division I license for the first time. An "R" will be posted next to drivers name in standings. In all other divisions to be considered for "Rookie of the Year Awards" you must not have competed in more than three (3) feature events in registered division or any higher division in prior years and raced in more than 50% of the races. Drivers must register with Handicapper to be in contention at START of season. A horizontal yellow stripe must be placed on the rear bumper to identify ALL rookies in each division.

DRIVER'S MEETING: All drivers and spotters must attend scheduled drivers meeting. If driver is found not in attendance the track can impose penalizes to the driver and team. Road call can be done at any time.

4.0 OFFICIAL FLAG RULES

Any driver who does not obey the following flag rules will be subject to disqualification for the night's events, suspension, or fined. The starter shall have complete jurisdiction over the flags at all times and his judgment shall be considered final. This also applies to signal lights on the track.

GREEN FLAG: The green flag is used at the beginning of the race or on restarts, when the Starter gives the green flag, the race is considered under way.

RED FLAG: The red flag means that the race must be stopped immediately regardless of the position of the cars on the track. The red flag will be used if, in the opinion of the Starter, the track is unsafe to continue the race or when safety vehicles are deployed onto the track. When the red flag or the red lights are shown, all cars must STOP and hold their position. Track Officials may direct cars to a designated area. If there is a red flag on the first three (3) laps in any race, then all cars not involved will go back to the original starting lineup. Any car or cars involved will start in the rear of the field. If for some reason a car is driven, pushed, or towed in to the pit area and a red flag is given, NO work may be performed on any cars until the yellow flag or lights are shown.

BLACK FLAG: The black flag, when shown or waved to any driver, must be obeyed immediately. The Starter may use this flag not only for a disqualification for an infraction of a rule, but also when a car has some mechanical defect which might cause an accident or make it dangerous for others. He must slow down, keep clear of the other cars, and pull off the track at the first opportunity. A black flag can be pointed at a driver as a warning that if his actions continue he will be penalized. If the driver does not obey the black flag directive, the driver will be shown the black/white X flag.

BLACK FLAG/WHITE X: The black flag with a white X will be given when a driver does not adhere to the black flag or to the direction of the track officials. When this flag is shown scoring is discontinued and car must pull off the track immediately, and they are ineligible to return for the remainder of the event.

YELLOW FLAG: The yellow flag means caution, slow down. This flag, when given, indicates an immediate break in the race or a caution situation. All cars must slow down to a caution pace and fall into single file order. After all caution periods, the lineup and restart procedure will revert back to the last completed green flag lap. A completed lap will only be determined when ALL cars have past the start finish line. Laps run under yellow will not be counted. Cars returning to the track from the pit area during a caution must line up at the rear of the field in the order they entered the track.

BLACK & YELLOW TOGETHER: When the black and yellow flag are shown together this indicates the end of practice and all cars must proceed to the pits in a safe manner.

BLUE FLAG/YELLOW STRIPE: The blue flag with diagonal yellow stripe is known as the passing flag. When this flag is shown to a driver it signifies that faster traffic is coming from behind and said driver must yield to overtaking cars. A waving flag indicates that the driver is about to be over taken by the leader or faster traffic and must yield their position to them. Disobeying a passing flag may result in the driver getting the black flag.

WHITE FLAG: When the white flag is displayed it means the leader has started his or her last lap. If on the last lap the yellow flag is displayed, all cars, regardless of their location on the track, will slow down and maintain position with respect to other cars still running on the track and revert back to the last completed green-flag lap. On the restart, there will be a green, white and checker finish.

CHECKERED FLAG: When the checkered flag is displayed, it means the leader has completed the final lap required and the race is completed. The balance of the field receives the checkered flag in the same lap. Finishing positions will be awarded according to the most laps traveled in the least time, whether the car is still running or not.

5.0 TRACK RULES

5.1 No repairs or work of any kind may be performed on the track or in the pit tunnel areas up to the black top. All cars must go directly into their designated pit area for any or all work. Any car or cars that leave the track and go into the pits must start at the rear of the field. No cars may be pushed onto the track from the pits. Cars must be running to enter onto the track.

5.2 When an accident occurs or a race is under caution for any reason, all cars not involved **MUST** stay in single file. Track personnel, Ambulances, Wreckers, Track Crew and Officials should be given room to do their job safely! Cars compromising the safety may receive penalties!

5.3 Any driver not involved in an accident should not get out of his car. If a driver gets out of his car for any reason, he or she will then start at the rear of the field. Any driver of a car involved in an accident not needing medical attention must remain with their car until it is removed from the track.

5.4 *Accident Car Rule* Any car involved in an accident and stops on the track will be placed to the rear of the field. A car that has stopped to avoid an accident will be given their spot back from their last completed lap. Cars that sustain damage and can continue safely to race, will be given their spot back from their last completed lap, unless it has been determined that the said car caused the accident that brought out the caution light (yellow) then they will be placed to the rear of the field. The Race Director and flagman shall be the final authority on whether a car is considered to have avoided, been involved or caused an accident.

5.5 ONLY track officials are allowed in the tunnel areas.

6.0 RACE PROCEDURES

6.1 START OF RACE: Once any car enters on the track they are considered to have started the race and will be placed in the finishing order. Any car that does not take the first green flag start of the race will not be permitted to enter the race at any time and also will not be eligible for a finishing position or points for that race. Cars may only enter on to the track under the direction from track personal to insure a safe entrance onto the track.

6.2 ALTERNATE CARS: Alternate cars will be displayed on the blackboard below the starting lineup. If any of the original cars scheduled to start the race do not take their position in the field prior to the start of the pace laps, the first alternate may enter before the pace laps finish, at the rear of the field.

6.3 LAP COMPLETION: A car must cross the starting line twice to complete a lap. Cars that pull into the infield ahead of the starting line or pull into the pits shall not be scored for that lap.

6.4 STARTS: No race may start till cars pass the first start line. The pole car must make the first move any time after its nose breaks the first line entering the starting box. If the pole sitter doesn't start the race and its nose breaks the second line the outside car may start the race. In all races the number one and two qualifiers must maintain a steady pace side by side. In the event of a false start, the offending car maybe repositioned to the rear of the field (Race Director will decide). All cars must maintain their position until they have crossed the start/finish line. Cars passing before the start finish line will be penalized two (2) positions for each car passed at the next caution or at race end. The Race Director, may at their discretion remove lapped cars if they do not adhere to the passing flag, or are not up to a safe racing speed.

6.5 RACE RESTART: When a race is stopped before the completion of one (1) lap, there shall be a complete restart. After one lap is completed, all restarts go back to the last completed green flag lap. Cars involved in an accident shall start at the rear of the field. If there is no restart, cars will be scored on the position they would have held in a restart, with (if any) accident cars at the rear of the field. All cars must cross the start/finish line to be a completed lap.

6.6 LAPPED CARS: In a lapped car situation, the Starter will wave the lapped car/cars up into the slow groove or high groove. Said car/cars must comply out of courtesy and safety. Lapped cars will use the outside lane with care, so that cars in the lead lap will not be impeded.

6.7 TWO CAUTION RULE: Any driver that is involved in two (2) incidents on their own resulting in a caution they will be black flagged from that event and sent to the pits. Cars stopping to avoid an accident or get spun by another car will not be considered under this rule. The Race Director makes determination on black flag. This is for feature events ONLY.

6.8 SPINOUTS: Driver's that spin out must try to continue immediately and not stop the race. This rule will refer to 8.0 VIOLATIONS AND DISCIPLINARY ACTION under Intentional Stopping of a Race Event (Intentional Yellow)

6.9 LINEUPS: All cars must be ready to compete on time for each event. Cars not ready when called onto the track may be put to the rear of the field or replaced by an alternate car if there is a full field. Cars that pull off the track at any time must go to the rear of the field unless directed differently by the Race Director. If a car is unable to start the race, all cars behind that position will advance forward one spot.

6.10 RACE DISTANCE: All races will be run until the leader has completed the advertised distance. However, if the scheduled distance is not completed, the race will be considered officially completed after the halfway mark. When a race has been stopped and not restarted, the finish will be determined by the last completed green flag lap, with accident cars put to the rear. If a time limit was imposed, the race will be complete on the last green lap regardless of number of laps completed.

6.11 SINGLE FILE STARTS: During any race event, the Race Director may choose to go to single file restart as conditions determined and will remain single file for the remainder of the event.

6.12 PUSH STARTS: *If any car/truck is push started on the track while competing in any event they must start at the rear of the field any cars/trucks that are a lap down to the said car will be positioned behind them. This rule excludes red light situations or at first lineup.*

6.13 MISSING PARTS: *All race cars/ trucks must start a race event with all body parts intact. Only if after an accident body parts cannot be reattached to the car/truck and it has been deemed safe to compete by a Tech Official, may the said car return to the track. If able time is available between races, the car/truck must make a fair attempt to reattach missing parts.*

7.0 PROTESTS AND INSPECTIONS

7.1 *The Race Director, Competition Director, or Chief Tech Official has full authority at the track to order a car or cars inspected to check for possible rule infractions. All cars are subject to random inspections at any time. The Competition Director will review all applications for protest and have final ruling in all said matters. If the Competition Director deems necessary, an appeal will be brought before a Contest Board for review. In the event of a refusal to comply with protest, said car will be considered illegal. Contest Board will be made up of three (3) owners and (3) track officials.*

7.2 *The track has the right, for inspection purposes; to seal or impound cars or car parts competing in any event. The track assumes no responsibility for impounded cars or parts.*

7.3 *All protests must be filed in written form within 15 minutes of the conclusion of that event. Protests must be filed at the Handicapper's booth through the Pit Steward. Only an owner or driver participating in said race may petition for a protest. Any car owner or driver that protests a car must post a protest-fee (cash) as listed; you must also give one specific reason for protesting. If a crate engine needs to be re-sealed add \$100 dollars per seal to protest fee.*

- 1)** *Visual inspection \$100 dollars*
- 2)** *Removal or disassembly \$200 dollars (excluding engine)*
- 3)** *Protest of engine parts requiring disassembly \$500 dollars.*
- 4)** *Crate Engine protest see Competition Director.*

*Protest fee will be forfeited to the owner of the protested car. If the car is found to be illegal, the protest fee will be returned to the person protesting. ALSO:
The illegal car will be disqualified.*

The illegal car will lose all money and points for that race.

Any illegal parts may be confiscated!

For handicapping purposes points will be given for each disqualification to the driver.

7.5 *A car owner or driver may protest a race by posting a protest fee of one hundred (\$100) dollars cash with the Pit Steward within fifteen (15) minutes of completion of protested race. The decision of a protested race shall be decided by Race Director after review. The protest fee may be forfeited or returned to the protester at the discretion of the Race Director. Actions taken by the Race Director during a race cannot be protested because, they have been handed out and received by the driver during the race, any penalizes given that have extended out to another race or a reposition in the finishing order may be reviewed.*

7.6 *Any protest and or appeals shall automatically delay all payoffs for that night. The payoffs may be made the following week or at a later date.*

7.7 *All cars must be inspected prior to the start of racing season. Infractions of tech rules not noted on an initial inspection do not preclude subsequent inspection and disqualification due to a tech infraction. Teams should build their cars fully upstanding the rules or ask for rule interpretation.*

7.8 *Upon completion of feature events in ALL divisions, the Top Five (5) finishing cars and any other cars specified by Tech Officials must go directly to the scale area for inspection. No cars may be jacked up or handled in any way that could be seen by officials as aiding a car through inspection, cars must pass through tech then be directed by Tech Officials. Failure to do so can bring automatic disqualification. Any parts found to be illegal during an inspection may be confiscated and become Property of the track. Any failure to comply with a Tech Official's request for inspection or forfeiture of any illegal part shall result in fines, and/or loss of finishing positions in the event, and/or loss of championship points, and/or definite or indefinite suspension.*

7.9 If during an inspection the Tech Official determines that a car is not capable of passing tech, caused by an on track incident, the competitor may be allowed to pass through tech or make changes where inspections can be completed.

7.10 In the event that a car owner or driver is disqualified and continually shows disregard for the rules, the Speedway may impose greater fines or penalizes.

7.11 If the Chief Tech inspector determines, prior to any race, that a car does not meet the applicable specifications, the car shall not be allowed to compete. Unless, in the discretion of the Competition Director, the deficiency (a) shall not adversely affect the orderly conduct of the race; (b) cannot be corrected in time for qualifying for the race (if no qualifying); (c) will not provide the Competitor with a significant competitive advantage over other competitors; and (d) is so insignificant as to not warrant a determination that the car is ineligible to race.

If the Competition Director permits the car to compete under the circumstances outlined above, the Official shall apprise the competitor in writing of the deficiency, and time when the said deficiency must be corrected. If the deficiency is not corrected the competitor may not compete in any events.

8.0 VIOLATIONS AND DISCIPLINARY ACTION

Penalties for violation of Seekonk Speedway Rules are determined by the gravity of the violation and its effects on the fairness of the competition, the orderly conduct of the event, and in the interest of stock car racing. Such penalties may include, but are not limited to, disqualification, suspension of membership and license privileges, fines and/or loss of points. A suspension may be total or it may be 1) limited to a suspension of privileges at the track, 2) for a particular series of events, or 3) for a specified or indefinite period of time.

The Race Director will use the following as guidelines for the imposition of penalties in the situations described below, but may assess a greater or lesser penalty depending upon the severity of the circumstances.

**8.1 When such penalties as event suspensions are given, they must be served on completed point races for that division. PROBATION means starting at the rear of the field for qualifying race and/or feature race, determined by Race Director
The following guidelines will be used:**

Speeding in the Pit Area

- A - One event probation.**
- B - Two events probation.**
- C - Three events probation and loss of points that night.**

Rough Riding or Excessive Contact

- A - Repositioning to rear of field.**
- B - DQ from race.**
- C - DQ from race plus suspension.**

Intentional Contact after Race Completion or Under Caution

- A - Reposition in field – 2 cars per contact.**
- B - Repositioning to rear of field.**
- C - DQ from race event.**

Unsportsmanlike Conduct or Endangering Safety of Others

- A - One event Probation.**
- B - Repositioned to rear of field.**
- C - DQ from race event and suspension.**

Intentional Stopping of a Race Event (Intentional Yellow)

- A - 1 Lap penalty.**
- B - Removed from competition.**
- C - Removed from competition, 1 week suspension.**

8.2 Any member who signs the pit release sheet and gives their pit ticket to anyone else shall receive a fine of at least \$100 and suspension from three (3) race events.

8.3 Any member who, while participating at Seekonk Speedway, partakes of any alcoholic beverage, stimulating, depressing or tranquilizing drugs, or is otherwise under the influence of alcohol or drugs, shall receive a disqualification, a minimum fine of \$250 and/or suspension.

8.4 Any member who participates in a fight(s) or incites any fight(s) and/or threatens to do bodily harm to any official or another member.

1st offense - One race or pit access suspension

2nd offense - Two race or pit access suspension

3rd offense - Suspension up to one (1) year (12 months)

8.5 Any competitor/member who commits an assault with a weapon in the pits, on the track or on the race premises shall receive a minimum fine of \$500 as well as suspension.

8.6 *Any competitor/member/participant found to be engaging in unsportsmanlike behavior or any inappropriate behavior towards a speedway official may be subject to penalties including fines, disqualifications and suspensions. This includes any aggressive actions including arguing, yelling, cursing or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to Seekonk Speedway or a Speedway official.

8.7 *Any Public statement (made in person, third party or on digital and social media platforms) and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition. May result in fines, disqualification, and Indefinite suspension.

8.8 *Any person or team that takes place in intimidation, threatening or bullying behavior of any person either in person, on social media or private messages may be subject to penalties including fines, disqualifications, suspensions or removal from Speedway grounds.

9.0 GENERAL RULES AND REGULATIONS

Seekonk Speedway is private property. Any person on this property, without permission of the Speedway management, is guilty of trespass and subject to penalties prescribed by law. Through the purchase of a pit pass or ticket, you have been given the privilege to be on this property in conjunction with racing activities. However, the administration of Seekonk Speedway reserves the right to revoke and cancel this privilege at any time that it is felt that your presence or conduct is not in the best interest of the sport of auto racing.

9.2 If you think that you are being treated unfairly or you have any gripe in any way, either against officials or participants, it is your privilege to go to the Race Director or Competition Director and enter a complaint.

9.3 Age limits: All drivers and crew members entering the pits, Minimum 15 yrs.

Bandolero ages: 8 to 16 yrs. Drivers under 15 yrs. may only enter the pits on Friday race events.

Pro Stock division, driver must show to have racing experience that is acceptable to the Speedway Management. Any driver or crew member between 15 to 17yrs must carry a Seekonk junior license, this involves a minor's release signed by both parents or legal guardians and NOTARIZED prior to entry. These forms are available at the Speedway office or online.

9.4 Any drivers participating in practice, qualifying or feature events must be a registered driver at Seekonk Speedway and carry a NASCAR license (Saturdays). Failure to notify the Handicapper of any driver change will result in loss of money and points for that night.

9.5 Registered drivers may compete in multiple divisions on Saturdays. Drivers must be registered and licensed in each division they compete in. Saturday drivers MUST be NASCAR licensed. Fast Friday drivers may only race in one division. Saturday drivers may race Legends.

9.6 When a registered car is sold, the new owner must file for a new car number. All registered numbers belong to Seekonk Speedway and cannot be sold or traded.

9.7 If a car has been signed in but is not able to run, the driver must notify both Handicapper and his (Division) Tech Official to verify attendance. If no notice is given, the driver will be considered a no-show (No attendance) and be given handicap points.

9.8 Once the Handicapper makes the lineups and the car numbers appear on the blackboard, all cars must run in that event. If you are having trouble with your car, notify the Handicapper and this may enable him to assign you to a later heat.

9.9 All rules and regulations are subject to change by Seekonk Speedway. The rulings of the Race Director on any decisions shall be final. An Appeal process is accepted for extended penalizes.

9.10 The Race Director may change the program at any time for the benefit of the program.

9.11 Participants are responsible for removal of their used tires. Only tires sold by the track maybe left for disposal. Tires must be discarded at tire storage area NOT left in pit stalls.

9.12 No dumping of oil or leaving containers of oil allowed on the speedway grounds.

9.13 No "For Sale" signs will be allowed on any cars participating in feature events.

9.14 COOLING SYSTEMS: Antifreeze or coolant additives of any type are not permitted in any division competing at Seekonk Speedway. Only water is allowed.

10.0 INJURY CLAIM INFORMATION

When involved in an accident involving an injury to you, advise the Pit Steward or the Handicapper immediately (prior to leaving the Speedway) so the necessary reporting will be accomplished.

Medical Release: Any driver who has been injured, hospitalized for treatment, undergone surgery, or has been fitted by a physician with a cast, brace or prosthesis, or who suffers from a chronic or progressive debilitating illness, may be required to present certification from the treating physician, stating that participation as a driver will not exacerbate any medical condition or complicate the process of normal healing. Seekonk Speedway reserves the right to decline the entry of any individual whose participation as a driver might endanger their own health or safety, or the health or safety of the other drivers, participants or spectators.

11. SAFETY RULES AND REGULATIONS

11.1 There will be no speeding in the tunnels or pit area. Penalizes will be given.

11.2 Cars shall carry no one other than the driver at any time.

11.3 Jack stands are required anytime a car is jacked up and crew members are working under vehicle. Jack stands must have plated bottoms not to damage asphalt.

11.4 No cell phones or electronic devices allowed with driver during any race events.

11.5 No riding of bicycles or other vehicles in the pit area without permission from the Pit Steward.

11.6 *Helmets must be a SNELL RATING OF 2010 or higher FULL FACE helmet. "SA" (Special application) helmets Only, NO "M" (motorcycle). Driver suits must be S.F.I. or FIA rated, recommended minimum rating 3.2A5 or 8856-2000. Drivers must use SFI or FIA approved SHOES and GLOVES. Suits must be in good condition and free of holes, rips, grease, oil, etc. If your suit or shoes are deemed unsafe, you will not be allowed to compete. It's recommended that crew members entering the pit area wear full shoes, long pants and shirts covering shoulders and entire torso at all times in pit area. The car owner and driver are solely responsible for the installation of seat belts and seats in accordance with the manufacturer's specifications. It is STRONGLY recommended that drivers use some form on a head and neck restraint device.

11.7 When in the pit area, maintain a constant watch for your own protection.

11.8 It is illegal to soak or treat tires and that said soaking or treatment of racing tires is against EPA regulations and further may contain carcinogens and hazardous materials that are unfit for his/her health and the health of all competitors, Seekonk Speedway personnel, and spectators. The car owner will bear the total responsibility for any claims arising from the use of, but not limited to, tire softeners, tire enhancers, or tire treatments, or any products that could be used in such manner and will indemnify and hold Seekonk Speedway harmless against any claim arising from the use of tire soaking, tire enhancers, or tire treatment, etc. Also there is to be NO dressing of tires with ANY substance regardless of the reasons at any time. Only washing of tires with water is permissible.

11.9 Alteration is defined as changing the physical and/or chemical composition of the tire by cutting; grinding; buffing; warming; cooling and/or the use of chemicals whereby the tread area or the interior surfaces of the tire is changed from the manufacturer's specifications or enhances the tire to retain its original specifications. A tire durometer can be used to determine whether a tire has been altered and shows an inconsistent or consistent record from other tires in use. The track also when it feels necessary will use chemical laboratories to perform tests on any tire, if tires are found illegal the driver & owner will be held responsible for all related costs. Alteration or defacing of tire identification numbers; labels; code numbers and/or serial numbers is considered an alteration to the tire. If alterations are detected, including but not limited to above rule in any division at Seekonk Speedway, the driver maybe suspended for 2 race dates (this is discussed with competitor during inspection). The driver will also incur a fine of \$500 dollars per each tire found in violation. On a second occurrence, driver will be suspended a full season. This is the total of race events during current season. This suspension may span the winter hiatus and be completed in the following season.

11.10 Traction control devices are prohibited. Weight shifting devices will be considered as traction control. If a traction control device is detected, the driver will be suspended for 2 race dates, fined \$500 dollars. On a second occurrence, said driver will be suspended a full season. This is the total of race events during current season. This suspension may span the winter hiatus and be completed in the following season.

12. CRATE ENGINE RULES AND PENALTIES

A. The GM/Ford crate engines that are eligible for use must be part of the crate engine program at Seekonk Speedway. All Crate engines must have Seekonk Speedway engine seals or ACT affiliates (Late Models Only), unless there is a temporary agreement from Seekonk Speedway. No engines can be tampered with in any way to change or alter any specifications approved by Seekonk Speedway or ACT. No seals attached to the engines may be tampered with or removed for any reason. The track reserves the right to inspect any crate engine at any time.

B. If during technical inspection, a racer's crate engine is found to have been altered, tampered with, opened, resealed, or wrong for any reason whatsoever, and the engine is declared illegal. The penalty for this is as follows:

1st Infraction

Disqualification of that race – No points or prize money will be awarded and suspension of the next (2) race weekends for car & driver. If any races are rained out, driver will remain suspended until 2 separate nights have passed where racing has occurred at the speedway. Owner's fine of \$1,000 dollars must be paid before cars return is permitted.

2nd Infraction

Disqualification of that race – No points or prize money will be awarded and suspension of the next (4) race weekends for car & driver. If any races are rained out, driver will remain suspended until all 4 races have passed where racing has occurred at that speedway. Owner's fine of \$2,000 dollars must be paid before cars return is permitted.

3rd Infraction

Disqualification of that race – No points or prize money awarded and suspension for AT LEAST the remainder of the current season for driver and a fine of \$5,000 dollars to car owner.

ADDITIONALLY, When a crate engine has been found illegal the engine must be returned to the tracks designated engine builder and have engine repaired, re-inspected and tested at owners cost.

MANDATORY ENGINE INSPECTION POLICY

If any engine competing at Seekonk Speedway wins 3 consecutive races in a row during the regular racing season (not including special events or Fast Friday divisions)), Seekonk officials will have the engine pulled and sent to the track's designated engine builder to perform any inspections deemed necessary. The Speedway shall cover any costs for inspection propose if engine needs to be disassembled and proves to pass all inspections.

COST MONITOR POLICY

Due to the increasing costs of racing, the Track will continue to work toward holding the line on Expenditures. In addressing these costs, Seekonk Speedway's Competition Director has enacted a policy that clearly monitors these increases. Any new product, or equipment that is not readily used, or unapproved products could become a financial burden on you, as you may be asked to remove said products and/or equipment. The Track is not trying to hinder progress and development in all divisions. The officials are only trying to keep racing affordable to all.

SEEKONK SCANNER RULES

The use of a scanning-type receiver for communication from the Seekonk officials to the drivers is MANDATORY in the Street Stocks, Sport Trucks, Pure Stocks, Sport 4 and SYRA divisions and must be used at ALL times on the track. Two-way radios will be permitted in the Pro Stock & Late Model divisions (See 2-way radio rule). All scanners used in race vehicles may not be programmed with any other frequency other than the Track's. If found, you may lose points, be fined, or be disqualified. Scanners must be kept in full view and be placed towards the center of the car. If your scanner is not working you need to notify the Pit Steward. Track frequency 464.500

SEEKONK 2-WAY RADIO RULE

Two way radio communications between a race team spotter and their driver is a privilege extended to the Pro Stock and Late Model race teams, for the primary purpose of enhancing safety. This privilege can also serve as a resource between a driver and their crew, reducing the time spent in the pits making adjustments and repairs, thus reducing the total time a race remains under caution, which promotes a better racing event for the fans and race teams. This privilege shall never be used to hinder competition through "blocking" or as a tool for "retaliation" or in any other adverse manner. Violation of these rules shall result in the loss of this privilege and may produce other sanctions as determined by Speedway officials. Track Frequency 464.500.

Equipment used must be analog only and must not be capable of transmitting or receiving in a digitized, encrypted or scrambled format.

- 1. Teams from the Pro Stocks and Late Models that will be using two-way radios need to have a team representative who has the ability to communicate to their driver and also can monitor the tracks race frequency.**
- 2. Team representative must report to the designated spotter's area for all race events and identify themselves to race official. Only one team representative per competitor unless there is no ability for a team to monitor both track frequency and communicate with driver.**
- 3. Team representative's headphones must clearly be identified with minimum 1" numbers of the driver they are spotting for on side of headphones.**
- 4. Team representative must communicate immediately any instructions from race officials to their drivers.**

ILLEGAL ITEMS

Absolutely no removal, alteration, or covering of casting numbers, part numbers, manufacturers' name, logos, insignia, etc. from any item on the race car. To do so makes the part in question ILLEGAL and it 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. At any time, you may be required to have an inspection by officials. Failure to comply will result with the car being found illegal. Interpretation of the rules is the domain of Track Officials. Questions should be addressed to them. The Racing Director's ruling is final!

