

2022
I44 Riverside Speedway
Rule Book
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I-44 Speedway OKC
4100 SW 149th St
Oklahoma City, OK 73170
405-633-1583

www.I44riversidespeedway.com

“Oklahoma City's Only Micro Sprint & Midget Dirt Track”

GENERAL RACING RULES AND TRACK PROCEDURES

1. Admission into the Speedway facility indicates acceptance of and compliance with all I44 Riverside Speedway, OKC, LLC rules and regulations.
2. The Promoter / Race Director reserve the right to refuse entry onto the property and/or into the pit area for any reason.
3. Pit gate opens at 4:00pm, sign in will end at 6:00pm. DRIVERS MEETING AT 5:45 pm Hot laps begin at 6:00pm, Races START at 7pm. Times are standard, unless otherwise posted.
4. Only tow vehicles with race cars attached, push vehicles, ambulances, and official's cars will be allowed in the pit area. All equipment and/or tools must accompany the race car and/or the tow vehicle. Before entering the pit gate, you must sign insurance release form and drivers must enter their race car.
5. All race cars must have mufflers that do not exceed 90 decibels. If your muffler comes off before the white flag during the race or becomes loud and you pull to the infield you will receive last place points. If you do not pull off than you will be disqualified for that race.
6. The car/driver combination entered for the race program cannot change once they have pulled on the track to start the heat race. Starting positions are determined by point average, with the highest point average starting on the back of heat races.
7. Drivers appearing for the first time in any division, will be placed at the rear of his/her heat and feature races. The race director will make the judgment when the driver is able to compete, based on his/her skills allowing them to start in his/her points average position.
8. If it's your first-time racing at I44 for a weekly race you will start at the back for the racing program, the next time you come you will start by point average.
9. Cars may not scratch from the original line-up of any race in order to start in another race. I.e. if you miss you're heat, you may not be placed in another heat. If a car scratches from lineup cars will move straight up. If two cars drop out from same row, prior to the first green flag, a criss-cross lineup change will be used.
10. The race line-ups will be posted on the board as well you can find it on My Race Pass. No delay between races will be tolerated. Cars will be staged by line-up in the staging area. Once the cars enter the track, the gate will be closed. (NO late cars will be allowed on the track). Cars will stay in the line-up position and the race will start. No persons except track officials will be permitted in the infield while racing is in progress.
11. When you pull out onto the track to start the race, from the start of a race to the Checkered Flag the Flagman controls the race. All drivers must watch and obey the Flagman.
12. The car on the pole shall set the pace as determined by the Flagman's signal for the start of a race. No car will overtake or pass another car before the green flag is thrown; this rule also applies to the restart after a yellow or red flag condition. There will be no passing of cars until you pass the start line. If you pass a car, you will be put on the back; second offense will result in disqualification for the race.
13. Shifter Starts or Clutch Starts. Any driver observed to be shifting or clutching on the start, or any car which appears to be shifting or clutching on the start will be placed at the rear of the field.
14. A white line or cone will be placed on the turn 4 area for all double file starts. All cars must remain in proper nose to tail order until passing start line (cone). If any car is out of position a yellow will be displayed, after the green and a warning given to offender. Any further violation will result in the offender being placed on the back. Any car requiring a second push on start or restart of race will be placed at rear.
15. On all single file starts after one lap, the restarts will start at a cone to be placed on the front straight-away. The leader must start race at or near the cone and all cars must go outside of cone in the proper

aligned order. Leader must set a consistent pace. Any car going inside of cone, hitting cone or passing a car prior to going outside of cone will cause yellow and be placed on rear.

16. Spins and tangles occurring in the first lap in any event will call for a complete restart. Any car stopped on the track and/or those causing the restart will be put on the back.
17. If a race is stopped after the first lap has been completed the cars will be restarted in single file in the same position that they crossed the finish line during the last full green flag lap. **Any car stopped on the track will be put on the back.**
18. When the yellow flag comes out, all cars will cautiously slow to parade speed. Racing under yellow flag conditions will not be tolerated; no racing to the flag stand after the yellow has been thrown. Noncompliance with this rule will cause your car to be placed on the back. Anyone intentionally causing a yellow flag will be disqualified!
19. If a car spins out by its self once during a race causing the yellow flag, the driver may continue to race but will be put on the back. If a car spins out more than once by itself, the driver will be disqualified for that race. In spins involving two or more cars, all cars involved will be placed on the back.
20. During a yellow flag, cars cannot be worked on; neither on the track or in the infield. Nor may you pull up to the fence to talk to crew members. If your car develops a problem causing it to slow down, carefully move to the inside of the track towards the infield.
21. Any car that stops on a yellow for any reason will be placed to the rear. Exception: You may stop to have an official check your car for safety.
22. All cars that require assistance due to a mishap that caused the yellow or red flag must go to the back of the pack on the restart if they are able to continue to race. On realignments after a yellow or red flag, if a car pulls out of line (unless directed to do so by the track official) he/she goes to the back of the pack.
23. When a red flag/red light appears, all cars are to stop immediately in a safe manor and wait for official's instructions to move to the designated area. Do not drive to a place on the track for convenience, or to communicate with your pit crew. Cars passing the accident site will start on the back.
24. During a red flag you must be ready to go when signal is given to restart. Open reds will be called by race director.
25. If you stop to argue with a track official on the track, you will be disqualified for the race.
26. The race is over when the lead car receives the Checkered Flag and scoring will discontinue as each car has crossed the finish line one time. Finishing positions will be determined by the number of laps completed. **Any feature race shall be subject to being called after 2/3 of the laps are completed or 20 minutes elapsed time during that particular race. This will be determined by the Race Director.**
27. Cars that have left the racing surface and entered the infield may re-enter the track on the straight-a ways only. Reentering in the corners will cause the car to be disqualified. All 4 tires of the car must be on the racing surface when crossing the finish line to be scored for that lap. Cars crossing the infield in an unsafe manner to get back onto the track will be disqualified.
28. No car may exit the track while a race is in progress. You must pull to the infield.
29. A car starting in an event without its body parts, engine cover, or chain guard in place will cause the car and driver to be disqualified. Any damages to a car during an event will not cause immediate disqualification (provided safety is not a factor) but must be fixed prior to the next race. You will not be allowed to race without a chain guard.
30. For foul driving, intentionally cutting the corners, unnecessary bumping, crowding, chopping, jumping the start or rough driving, the driver may be given the Black Flag and may be subject to a fine or suspension from racing.
31. Any condition considered unsafe by the track officials will be adequate ground for barring a car from competing until the fault has been corrected.

32. Any driver refusing to allow their car to be weighed, motor to be inspected, or their fuel to be tested will automatically be disqualified for that race, loss of money earned and will forfeit all season points.
33. The Race Director, Speedway Promoter and/or the Speedway Technicians reserve the right to inspect any part of a race car and/or its fuel for the purpose of determining the legality of that car, without protest fees. This will be done at the car owner's expense. Any prize money will be held until the test results are in.
34. Safe pit speed is strictly enforced. Cars should be driven in pits to and from racing surface only.
35. If you buy a car, the Technician will be happy to check it for legality. If you choose not to have your car checked, and you have illegal parts, whether you know it or not, you will be disqualified. There is no grace period for a car that is louder than 90 decibels.
36. During the heat races for all division, if they are not completed due to the weather, the entire program will be canceled. If all heat races are completed it will be considered a complete program, the feature races for that show will be run on the next available date.
37. Feature races: All cars finishing in the top 5 must stop at the scales and weigh. If you are light, the car and driver may pull to the side untouched by crew and re-weigh a second time. It is your responsibility to check your car to I44 Riverside Speedway scales. Anyone finishing in the top 5 who does not make weight will be disqualified for that race.
38. Prize money will be paid to all classes for feature races only. Money must be picked up and signed for within 30 minutes after the last race is completed. No money will be paid unless the Speedway has a valid FEIN & or a Social Security number on file. Prize money not picked up within 2 weeks from race date, will be forfeited. If your class is being teched, prize money will be paid after tech is finished, however if you insist on being paid, your pay is FINAL as are points.
39. Any person sustaining injury while on the track facilities must report the injury to the Office no later than 15 minutes after the end of the racing program.
40. Any driver requiring medical attention as a result of an accident while participating at I 44 Riverside Speedway must obtain a written release from their physician (on the physician's letterhead) and given to officials at Pit Gate, before being allowed to race again.
41. Effective immediately ALL Pit vehicles ie... Golf Carts, 4 Wheelers, Side x Sides, or any other motorized vehicle, must sign an agreement which can be found at the Pit Gate, must be 16 with a valid driver's license.
42. Pit Pad Rental for the 2021 season is for your use only! You do not have the authority to sublease or loan the pad to another racer. If you are not in your spot by 5:45pm we reserve the right to let someone else park there. You must use your spot 2/3rd of the season.

The decision of the Race Director is Final. Promoter / Race Director have final say in all matters pertaining to racing facilities.

SPORTSMANSHIP

Micro Sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants' drivers, owners, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his/her castle therefore please stay out of other racers pit areas, especially after an incident where you have been involved with that racer. Drivers remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately, and disciplinary actions will be initiated as deemed necessary.

2022 I-44 SPEEDWAY
OKC Rules

THESE RULES APPLY TO ALL CLASSES

All cars must be an attractive color and colors. Cars should be kept clean a presentable for the fans. Any damage to a car will not cause immediate disqualification, if it is deemed safe to continue, by an official but must be repaired prior to the next night's racing.

Bumpers & Nerfs: Cars must have bumper extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge or the tires or wheels, whichever is the widest. No sharp corners or designs as to hook or damage. All cars must be equipped with nerfing bars. Nerfing bars must extend to inside edge of tires, but not beyond the outside of tire.

Battery: All wet cell batteries mounted in the cockpit must be covered and vented outside the cockpit area.

Bodies: All cars must have complete bodies. There must be a metal firewall between driver and engine compartment. The minimum specifications are steel (24" gauge) or aluminum (.0625" thickness). The right side opening of body must be a minimum of 10 inches vertical at any point.

Brakes: Brakes will be of sufficient strength so as to slide the wheels while the car is in motion at any given time. Steel, aluminum, or titanium brake rotors only.

Ballast: Any material used for ballast must be firmly attached as a part of the cars structure AND such added weight must be painted white AND must have the car's number on it. No liquid or loose ballast such as water, fuel, oil, sandbags, rocks, logs, chains etc. allowed.

Chain Guards: Chain guards will be installed on all cars where chains are exposed to the driver and/or other participants. The chain guard, using a minimum of .090" aluminum material or equivalent, will run on top of the chain from front to front sprocket to the vertical centerline of the rear sprocket. The guard must be installed in such a manner that the driver cannot touch the chain and/or sprockets when sitting in the cockpit. For right side engine car's driver must not be able to touch the chain or sprockets while sitting in the cockpit.

Communication: RACEceivers ARE MANDATORY for all racers. Frequency of 454.000. No electronic communication of any type allowed to the driver. ie: Two-way radio, cell phone etc. You will be disqualified, if caught breaking this rule.

Drivers Compartment: No cockpit adjustments of any kind. Driver must not be able to touch the chain or sprockets while sitting in the cockpit. All shift levers should be inside cockpit. No mechanical, electrical or hydraulic adjustments will be allowed in the cockpit area.

Driving Age: At his sole discretion, the Racetrack Promoter has the authority to permit an underage driver to participate.

Engines: See specific classes.

Fire Walls: There must be a firewall between the driver and engine compartment. Must be steel, aluminum, or fiber glass. Minimum specifications are: Steel to be 24 gauge and aluminum to be .0625" thickness.

8 *****FUEL BLADDERS OR FUEL CELLS ARE REQUIRED ON ALL CARS - NO EXCEPTIONS!
JAZ SYSTEM IS LEGAL*****

Fuel Tank: All fuel tanks must be equipped with a one-way check valve designed to prevent spillage of fuel.

Fuel System: A fuel shut off valve is mandatory. A fuel cut-off safety switch is required for all cars with an electric fuel pump. No Exceptions. 1st time cars to the Speedway will be given one week to comply with the rule. Fuel injection engines may run carburetors. Fuel injection engines running carburetors may change all fuel metering devices to tune fuel curve, Billet intake boots allowed. Fuel cell must be securely mounted. Fuel samples will be taken throughout the racing program at the race director's discretion. Teched fuel will be pulled from the fuel line that is connected to the carburetor. As with all classes, only 1 person allowed per car during tech. Fuel cell must be securely mounted. Tank used for qualifying heats must remain for all events. No flammable liquids allowed in cooling systems.

Floors or Belly Pans: Cars must have complete floor pan extending from the front of the seat to a place forward of the driver's feet.

Inspection: All race cars are subject to inspection once entered to the pit area.

Mirrors: No Mirrors allowed

Mufflers: Mufflers are mandatory and must keep the car at 90 decibels or less. All mufflers must be packed and checked routinely to ensure full packing is in place.

Numbers: All cars must have legible numbers in colors contrasting to the background on both sides of the car and on the nose. Minimum height is 8" on the nose and nose wing, 10" on each side of the tail and 12" on the wing. Car numbers need to be separated from advertising so that they will stand out and be readable by the scorers. **If the SCORE TOWER cannot read your number, you will be required to make them bigger.** Numbers are limited to 3 digits. Letters must be at least half the size of the # and posted in every spot the # is. Numbers are assigned to the driver (not car) on a first come first served basis. *Turf Tire and Non-Wing: 8" number-plate is required on the right side of the roll cage.

Seats: Race seats are required, no plastic seats allowed.

Steering: On and Off switches must be on dash, top of the cowl or on steering wheels. Switch must be connected and functional. A quick release steering hub is mandatory on all cars. Front wheels must be connected by a solid or tubular tie rod. No other restrictions shall be enforced provided that the steering is considered safe and operable.

Throttle: Only foot operated throttle permitted.

Wheels: See specific classes. No traction controls. No telemetry systems. Data logging systems (i.e. Mychron) are OK

Safety Rules: All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints during competition. Helmets must be at least Snell approved, full head coverage competition type, and worn with a face shield. Helmets are to be worn and strapped at all times while the car is in motion.

Neck collars or HANS are mandatory. Arm Restraints are mandatory. They must be adequately adjusted to keep the driver's hands below the top of the roll cage. Racing gloves and racing shoes are required and must be flame retardant.

Cage nets are mandatory for all open-wheeled cars.

All drivers must wear a Snell approved flame-retardant fire suit with an SFI-3.2.1 rating or higher. It is also strongly recommended that drivers wear long-underwear, long sleeve shirt, socks, and head socks.

All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. Safety belts must be securely attached to the car and used at all times. Only latches that are metal to metal will be allowed. Name brand racing 5-point seat belts, shoulder harnesses and sub straps are required. Belt dates must not be over three years old. It is mandatory to install a cross brace back of the seat to support the shoulder harness.

All Micro Sprints cars must be equipped with a roll cage that is a minimum of 3" above the driver's helmet. The roll cage shall have gussets at the intersecting bar to the uprights. Cage shall be made of chromyl steel or material equivalent in strength.

Roll bar specifications are:

1"-.062" wall thickness: 1-1/8" .065" wall thickness: 1-1/4".065" walls thick

All cars with 1" O.D. or smaller must have down bars. A 1/8" inspection hole is to be drilled in roll cage for measuring of material used.

JR. SPRINT RULES

AGE REQUIREMENT: Drivers ages 6 through 12 (A driver who turns 13 during season will be allowed to finish the season in which they began). Any Jr Sprint driver racing 5 times in an upper class will not be eligible to race in Jr Sprint class again. Must provide a Legal Birth Certificate.

1. **Bodies:** All cars must have complete bodies of Sprint Car design only. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of 24 gauge steel or .0625" aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be painted an attractive color or colors. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. Mud guards must be aluminum, metal, fiberglass or high impact plastic. There will be no tops or body encasements allowed. Minimum opening on the right side of the car will be 14" from top of roll cage to the top of the mud guard or sissy bar and 16" minimum from front down tube to the back. All mechanically operated devices must be mounted below the driver's shoulders for safety.
2. **Brakes:** Brakes will be of sufficient strength so as to slide the wheels while the car is in motion at any given time.
3. **Drive:** The drive will be by engine or jackshaft mounted clutch. No axle mounted clutches allowed. Chain guards are mandatory on all cars and will be made of .090" thick aluminum or equivalent material and will extend from the front of the front sprocket to the center of the rear axle for left side engine cars.
4. **Engine Rules:** Jr Sprint Engine Rules Briggs World Formula **effective 2/1/2018**. All parts must be Briggs & Stratton factory production parts unless otherwise noted in these rules. The ONLY exception is you may run Stainless Exhaust Valves (stock size). You may also run inserted after-market rods (stock size). No machining, polishing or alteration of any parts is permitted unless specifically noted in these rules.
5. **Electric & Electronics:** On and off switch, must be connected and functional and must be able to be reached by the driver when seat belts are secured. Data computers and cockpit carburetor adjusters are allowed. No cockpit pan hard bar adjuster allowed.
6. **Fuel:** **KSUSA FUEL WILL BE METHANOL IN 2018** A commercial oil additive (like Klotz, Maxima, Coleman Lantern oil) is allowed to retard Carb corrosion and make a Methanol fire more visible.

7. **OIL:** Any crankcase oil is allowed BUT MUST PASS THE BURN TEST AND/OR THE SNIFFER TEST. (Recommend TIFF Industries Sniffer)
8. **Hubs:** Front hubs; Go kart type with 5/8" bearings and 5/16" wheel studs minimum. Rear hubs; 5 x 130 Go-kart type or equivalent.
9. **Mufflers:** RLV Silencer # 4100 is the only muffler allowed, however if baffles have been altered or removed, the muffler will be deemed illegal. Baffle holes are .128" (#30 drill bit) no go gauge. Coating is allowed.
10. **Roll Cage:** Roll cages shall be at least 1" .083" wall thickness mild steel, or 1" .065" wall thickness chromoly steel minimum. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car and driver in case of an upset. Bends must have at least 3" radius. No square or pointed corners allowed. Roll cage must be a minimum of 3" above the driver's helmet. Cage must have gussets at the intersecting bars to the uprights. It is mandatory to install a cross brace behind the seat to support the shoulder harness.
11. **Suspension:** Torsion bar suspension is allowed. **Tread;** Maximum 46". 32", center to center of tires... **Wheelbase:** Maximum 52". Minimum 50", center of front axle to center of rear axle. Rear axle to be minimum of 1 1/4" diameter steel or aluminum. ALSO 600 style axle, splined only will be allowed... **Steering:** Front wheels must be connected by a solid or tubular tie rod. All suspension bolts except wheel nuts must be secured by some type of locking device.
12. **Shocks:** Steel or aluminum shocks. No cockpit shock adjustments allowed.
13. **Tires & Wheels:** Wheels to be 8" diameter, steel or aluminum. Rim stiffeners are allowed. All 4 tires must be Hoosiers, the right rear spec tire must be Jr. Sprint tire 16.0/8.5/8/8 RD20. Wheels must be held on with 3 or more standard lug nuts or knock-off hubs. Sipping and grooving are allowed.
14. **Weight:** Minimum car and driver weight is 400 lbs. Material used for weight MUST be firmly attached to the main frame. Only lead and/or steel plate will be allowed. AND such added weight must be painted white AND must have the car's number on it.
15. **Wings:** Right side board, maximum 42" x 20". Left sideboard maximum: 42" x 20". Minimum size is 5 sq. ft. and Maximum is 6 sq. ft. The wing cannot be mounted outside the centerline of the rear tires. The measurement will be made from outside of the sideboards with the car level. Sideboards may not extend more than 3 inches beyond center section and sides must cover center section. All wings must have radius edge or edging. No raw edges. Wings sides cannot be more than 4" below top of roll cage. Nose wings cannot exceed 24" x 18" and must carry car number. Top wing is mandatory to enter a night's event. Cars may finish without a wing if no replacement is available. No wing adjusters allowed. 2piece wings are allowed.
16. All parts must be B&S factory production parts unless otherwise noted in these rules. No machining or alteration of parts is permitted unless specifically noted in these rules. All parts are subject to comparison with a known stock part.

Beginner Jr Sprint Trophy Class

Age Requirement: Drivers ages 6 to 10. At his sole discretion, the Racetrack Promoter has the authority to permit an underage driver to participate. Must provide a Legal Birth Certificate.

- 1) The class is intended as an option for beginner drivers. Drivers may compete in the beginner class for a maximum of 2 years. After 2 years the driver must move up to the Jr Sprint Class.
- 2) Any driver that has raced 3 times in the upper Jr. Sprint class at I-44 Riverside Speedway will Not be eligible to race in the Beginner Jr Sprint Trophy Class.
- 3) **Chassis:** Same as Jr Sprint. Weight requirement to be determined.
- 4) **Engine:** World Formula using the same rules as Jr Sprint, but with slide restrictor. See below for restrictor rules.
- 5) All starts and restarts will begin with the drivers at a standing start. No caution parade laps or rolling starts.
- 6) This will be a Trophy class to promote fun and learning with a competitive edge. The top 3 finishing drivers will receive trophies that night. No payouts will be given for this class.
- 7) This class is provided as an Option only. You do not have to enter this class if a beginner. Parents can still enter their beginner racers in the Jr Sprint class at any time.

Beginner Jr Sprint Trophy Class Restrictor Rules:

Optimization of the slide opening is permitted. The only allowable method of slide optimization is by removing material from the restrictor. Material can easily be removed with simple sandpaper on a flat surface, or a file after only a few passes. Always make sure to clean restrictor after removing material to prevent material from entering the carburetor Slide opening must not exceed the appropriate No-Go specification.

- Pull up on the throttle cable, recheck with set pin after ensuring the gasket is installed to the carburetor cap, and the cap is tight to the tower. In tech, compliance will be measured based on the maximum possible slide opening, not throttle pedal travel. This might include pulling on the cable through the carburetor cap. In addition to slide travel, another tech point includes insuring the carburetor cap is air-tight, this includes the cable housing. Air may ONLY enter the carburetor at the air horn.
- The process that will be followed in Tech includes making sure the carb tower is tight, with the carb tower seal in place. If Tech has sealed (painted) engine components, that too is a Tech item. Measuring with the appropriate diameter Pin Gauge is the next step, using the corresponding device. The gauge (larger than .342") must NOT be able to travel under the front lip of the carb slide at full throttle (maximum opening, when teched as diagramed) assuring the throttle cable is at the top of its travel. If the Pin Gauge can travel under the carb slide at full throttle, or any of the conditions outlined above are compromised, a DQ could result.
- The racer cannot adjust the cap during a race or prior to tech after a race. To manipulate the travel of a slide in any way to gain an advantage is grounds for DQ. The carburetor cable rubber boot IS a tech item that must be in place and in good order.

RESTRICTOR Specific Rules

AGE REQUIREMENT: Drivers 9 -16 years of age. Any Restrictor driver racing 5 times in an upper class will not be eligible to race in Restrictor class again. Must provide a Legal Birth Certificate.

1. **Bodies:** All cars must have complete bodies. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of 24-gauge steel or .0625 aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be an attractive color or colors. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. Mudguards must be made of aluminum or fiberglass and can be no less than 16" from the top of the cage. No mechanical, electrical or hydraulic adjustments will be allowed in the cockpit area.
2. **Clutch:** Must have manual working clutch. No automatic clutch. Must be mounted inside of roll cage.
3. **Electric & Electronics:** On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be connected and functional.
4. **Engine Rules:** 600cc 4-cylinder 4 stroke as comes on a stock production bike for public sale in the U.S.A. **No current year production engines.** Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal, blueprinting. Valve seat inserts may be reworked. Valves must remain as produced with no modifications. Valve springs may be shimmed with standard or aftermarket shims. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted. Cylinder head gaskets may be replaced only with original equipment manufacturers stock parts (All 3 layers of the head gasket must be used). All other gaskets may be replaced with Duplicate aftermarket parts. Light cleaning of gasket surfaces with steel wool, Scotch-Brite, etc. is allowed. Transmission gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized. Aftermarket cam chain tensioner allowed for safety of motor. Modification of oil pan & pick up allowed or aftermarket ok. Modification to thermostat cover allowed or aftermarket ok. Modifications to water pump cover allowed or aftermarket ok. Any air box, aftermarket washable replacement air filter. Any 600cc OEM CV carburetors, any Restrictor intake adapters, no internal cones (no flat slides allowed). King Restrictor Plate Only. Restrictor plate must have hole diameter .750 inside, outside must be tight against inside of boot, absolutely no allowance, plate must be against carburetors. Electronic Injectors or Mechanical Injectors with a mechanical fuel pump with stock throttle body (which means, no mismatching throttle bodies OEM to OEM ie: Yamaha on Yamaha, Honda on Honda... **Stock ECU, PE3-I G2 and PE3 - 8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection.**
5. **Fuel:** Methanol only. NO ADDITIVES. King Restrictor Plate only.
6. **Suspension:** Tread: Maximum 50". Minimum 32", center to center of tires.
7. **Tires & Wheels:** Any wheel size and tire combination may be used, but tires may not exceed 22 ½" in height. Racing rubber only. Beadlocks optional. Air bleeders are allowed. Wheels must be held on with 3 or more standard lug nuts or knock-off hubs. All 4 tires must be Hoosiers and the Right rear tire must be an ASCS2 and Durometer 45. Sipping and grooving are allowed.

8. **Wheelbase:** Maximum 70", Minimum 50", center of front axle to center of rear axle. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.
9. **Weight:** Minimum car and driver weight is 700 pounds at the conclusion of the race. Any material used for the purpose of adding to the cars total weight must be firmly attached as a part of the cars structure AND such added weight must be painted white AND must have the car's number on it. No liquid or loose ballast, i.e., water, fuel, oil, sandbags, rocks, etc. allowed.
10. **Wings:** Right side board, maximum 48" x 18". Left sideboard, 48" x 24". The wing cannot be mounted outside the centerline of the tires. All wings must have a 1/16 radius edges or edging. No raw edges. Wings sides cannot be more than 4" below top of roll cage. Nose wing sideboards cannot exceed 18" x 24" max and must carry car number. Top wing is mandatory to enter a night's event. Cars may finish without a wing if no replacement is available. Cars must run a 10 square-foot fixed wing positioned no further back than the back of the roll cage. The measurement for the wing placement will be taken from the back edge of the center section of the wing, not the sideboards. That point is to be no further back than the rear of the roll cage behind the driver's head. Roll cage cannot be altered to change this point. No cockpit adjustable wings allowed. No split or multi-staged nose or top wings allowed. Wing center section has to be one piece. Offset sideboards are allowed. Nose wing 18" x 24".
11. **Roll Cage:** Any micro sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No elliptical (oval shaped) tubing used on or as part of the main frame structure. Roll cages shall be at least 1" .062 wall thickness, or 1 1/8".065 wall thickness, or 1 1/4" .065 wall thickness. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car and driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3" radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 inches above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness.
12. **Shock:** Any shock absorber legal, except no cockpit adjustable shocks.
13. **Transmission:** Motors must have transmission with all stock gears in working order. Any car equipped with a shifting mechanism must have this device mounted in the driver's compartment. Chain guards will be made of .090-inch thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle.

TURF TIRE Specific Rules

Age Requirement: Drivers must be a minimum of 13 years old with no exceptions.

Bodies: All cars must have complete bodies. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of 24-gauge steel or .0625 aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be an attractive color or colors. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. Mudguards must be made of aluminum or fiberglass and can be no less than 16 inches from the top of the cage.

1. **Electric & Electronics:** On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be connected and functional.
2. **Fuel:** Pump gasoline only. Maximum 91 octane. No racing fuels. No additives or enhancements of any kind allowed.
3. **Ignition:** Stock ignition and coils. No slotting allowed.
4. **Shock:** Steel or aluminum shocks only. No adjustments allowed in the cockpit.
5. **Suspension:** Tread: Maximum 50", Minimum 32", center to center of tires.
6. **Transmission:** Motors must have transmission with all stock gears in working order. Any car equipped with a shifting mechanism must have this device mounted in the driver's compartment. Chain guards will be made of .090" thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle. All shift levers should be inside cockpit.
7. **Wheelbase:** Maximum 70", Minimum 50", center of front axle to center of rear axle. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.
8. **Weight:** Weight is 720 pounds with driver. Any material used for the purpose of adding to the cars total weight must be firmly attached as a part of the cars structure and such added weight must be painted white AND must have the car's number on it. No liquid or loose ballast, i.e., water, fuel oil, sandbags, rocks, etc. allowed.
9. **Wheels & Tires:** Wheels: 8" or 10" wheels in any combination of any type allowed. No carbon fiber on car anywhere. Wheel locks will be accepted. Tires: Old Style Turf tires only. Sipping and grooving are allowed. **Rear tire must be a minimum 50 durometer compound or harder.**
10. **Wings:** No wings allowed.
11. **Roll Cage:** Roll cages shall be at least 1" .062" wall thickness, or 1 1/8" .065" wall thickness, or 1 1/4" .065" wall thickness. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car and driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3-inch radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 inches above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

12. **Engine:** F4I engines on carburetion only are legal this season. Any stock 2007 or older 600 cc motorcycle engine allowed. Also, the F4s and YZF's are allowed. (NO 6R, R6's, RR's or GSXR's allowed) Stock engines as the motor was run on the motorcycle from the factory. No engine work. Stock pistons only. Any air cleaner will be allowed because the factory air box will not fit in some chassis. Any exhaust will be allowed for the same reason. Rods, pistons, cams etc. must be stock. Carburetors must be the same make and model as the motor. No fuel injection, even if the motor comes stock from the factory with injection. Carburetors only! Aftermarket CDIs (ignition black box) will not be allowed. Aftermarket timing advancers are illegal. Cam gears that are re-drilled, slotted or altered are illegal. Internal charging systems components must remain in the motor and must be working. Any sprocket (520 or 530) will be allowed. Boring 1" over allowed on F1 Hondas only. This rule is locked in through 2021.

A-Class Winged Specific Rules

Age Requirement: Drivers must be a minimum of 13 years old.

1. **Bodies:** All cars must have complete bodies. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of 24-gauge steel or .0625" aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. Mudguards must be made of aluminum or fiberglass and can be no less than 16" from the top of the cage.
2. **Electric & Electronics:** On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be connected and functional.
3. **Engine Rules:** 600cc 4-cylinder 4 stroke as comes on a stock production bike for public sale in the U.S.A. **No current year production engines allowed.** Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal, blueprinting. Valve seat inserts may be reworked. Valve springs may be shimmed with standard or aftermarket shims. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Cylinder head gaskets may be replaced only with original equipment manufacturers stock parts (All 3 layers of the head gasket must be used). All other gaskets may be replaced with Duplicate aftermarket parts. Intake and exhaust ports may not be bead blasted. All other gaskets may be replaced with duplicate aftermarket parts. Light cleaning of gasket surfaces with steel wool, Scotch-Brite, etc. is allowed. Engines may run carbs instead of stock fuel injection. Fuel injection engines may run carburetors. Stock 600cc carburetors allowed from any make or model. No flat slide carbs. Carbs may have metering rods, jets and springs changed to tune the fuel curve to match cars requirements. Electronic Injectors or Mechanical Injectors with a mechanical fuel pump with stock throttle body (which means, no mismatching throttle bodies OEM to OEM ie: Yamaha on Yamaha, Honda on Honda... You can change fuel nozzles to accommodate methanol. **Stock ECU, PE3-I G2 and PE3 - 8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection.** Aftermarket cam chain tensioner allowed for safety of motor. Cam gears that are re-drilled, slotted or altered are illegal. Internal charging systems components must remain in the motor and must be working. Any sprocket (520 or 530) will be allowed. Only stock or aftermarket fiber clutch disk and springs will be allowed. All metal disk and clutch basket must remain stock. No timing modules allowed. Modification of oil pan & pick up allowed or aftermarket ok. Modification to thermostat cover allowed or aftermarket ok. Modification to water pump cover allowed or aftermarket ok. Any air box, aftermarket washable replacement air filter, power commander on fuel injection models only. No hollow, tubular or drilled out bolt allowed.

4. **Fuel:** Class "A" 600cc powered cars may run methanol or gasoline. NO UPPER END LUBRICANTS OR ADDITIVES.
5. **Shock:** Any shock absorber legal except no cockpit adjustable shocks.
6. **Suspension:** Tread: Maximum 50 inches. Minimum 32 inches, center to center of tires. No cockpit adjustable shocks or hardware.
7. **Tires & Wheels:** Any wheel size and tire combination may be used, but tires may not exceed 22 ½ inches in height. Wheels must be held on with 3/4 or more standard lug nuts or knock-off hubs. All 4 tires must be Hoosiers and the Right rear tire must be an ASCS2 and Durometer 45. Sipping and grooving are allowed. Bead locks recommended on all wheels. Sipping and grooving are allowed. Air bleeders are allowed.
8. **Transmission:** Motors must have transmission with all stock gears in working order. Any car equipped with a shifting mechanism must have this device mounted in the driver's compartment. Chain guards will be made of .090-inch thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle. Transmission gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized.
9. **Wheelbase:** Maximum 70" Minimum 50", center of front axle to center of rear axle. Steering: Front wheels must be connected by a solid or tubular tie rod. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.
10. **Weight:** 4-cylinder 600cc powered cars; minimum car and driver weight is 750 lbs.
11. **Wings:** Right side board, maximum 48" x 18". Left sideboard, 48" x 24". The wing cannot be mounted outside of the tires. All wings must have a 1/16" radius edges or edging. No raw edges. Wings side board cannot be more than 4" below top of roll cage. Top wing is mandatory to enter a night's event. Cars may finish without a wing if no replacement is available. Cars must run a 10 square-foot fixed wing positioned no further back than the back of the roll cage. The measurement for the wing placement will be taken from the back edge of the center section of the wing, not the sideboards. That point is to be no further back than the rear of the roll cage behind the driver's head. Roll cage cannot be altered to change this point. No cockpit adjustable wings, or the hardware is allowed. No split or multi-staged nose or top wings allowed. Wing center section must be one piece. Offset sideboards are allowed. Nose wing 18" x 24".
12. **Roll Cage:** Roll cages shall be at least 1" .062" wall thickness, or 1 1/8" .065" wall thickness, or 1 ¼" .065" wall thickness. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car and driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3-inch radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 inches above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

Effective in the 2019 Race Season:

Restrictor, Winged and Non-Wing will be allowed to run Electronic Injectors or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies. No mixing of manufacturers. Must be OEM to OEM. Stock ECU, PE3-I G2 and PE3 - 8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection.

NON-WING Specific Rules

AGE REQUIREMENT: Drivers must be a minimum of 13 years old.

1. **Bodies:** All cars must have complete bodies. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of 24-gauge steel or .0625" aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be an attractive color or colors. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. Mudguards must be made of aluminum or fiberglass and can be no less than 16" from the top of the cage.
2. **Electric & Electronics:** On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be connected and functional.
3. **ENGINE RULES:** Same as Winged Page 13
4. **Fuel:** 600cc powered cars may run methanol or gasoline. NO UPPER END LUBRICANTS OR ADDITIVES ALLOWED.
5. **Suspension Tread:** Maximum 50", Minimum 32", center to center of tires.
6. **Shock:** Any shock absorber legal, except no cockpit adjustable shocks.
7. **Tires & Wheels:** Any wheel size and tire combination may be used, but tires may not exceed 22 ½ inches in height. Wheels must be held on with 3 or more standard lug nuts or knock-off hubs. All 4 tires must be Hoosiers and the Right rear tire must be an ASCS2 and Durometer 45. Sipping and grooving are allowed. Bead locks recommended on all wheels. Sipping and grooving are allowed. Air bleeders are allowed.
8. **Transmission:** Motors must have transmission with all stock gears in working order. Any car equipped with a shifting mechanism must have this device mounted in the driver's compartment. Chain guards will be made of .090-inch thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle.
9. **Wheelbase:** Maximum 70" Minimum 50", center of front axle to center of rear axle. **Steering:** Front wheels must be connected by a solid or tubular tie rod. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.
10. **Weight:** 4-cylinder 600cc powered cars; minimum car and driver weight is 750 lbs. at the conclusion of the race. Loss of any bolt-on weight during competition will disqualify the individual from that event.
11. **Roll Cage:** Any micro sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No elliptical (oval shaped) tubing used on or as part of the main frame structure. Roll cages shall be at least 1-inch .062" wall thickness, or 1 1/8" .065" wall thickness, or 1 ¼ inch .065" wall thickness. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car and driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3" radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 inches above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

2022 taken from FB

600 MODIFIED RULES

Specific Rules

1. CHASSIS:

- a. Any chassis specifically designed and built as a “600cc Modified car” will be allowed.
- b. Main roll cage must be of a four-point design made of round steel tubing with a minimum diameter of 1.25 inches. Minimum wall thickness of .095 mild steel or .083 chrome moly steel.
- c. No “Down Tube” chassis.
- d. Nerf bars, front and rear bumpers made of 1 inch diameter steel tubing are required. Nerf bars must be of a four-point design and inside body panels. Front bumper not to exceed 30” wide. Rear bumper not to exceed outside width of the nerf bars. Rub rails outside the body will be allowed.

2. BODY:

- a. Modified (NE Modified, IMCA Modified) bodies only. Front wheels must remain open.
- b. No carbon fiber panels.
- c. Must have a firewall between engine and driver.
- d. Must have a full floor pan mounted above the lower frame rails extending from in front of the driver’s feet back to the seat.
- e. No side dams.
- f. Body dimensions:
 - i. Deck height maximum 32”
 - ii. Overall width 63” maximum.
 - iii. Spoiler not to exceed 6.5 inches tall measured from deck.

3. SUSPENSION:

- a. Solid front and rear axles, no independent suspension.
- b. Wishbone / Panhard bar rear suspension. Maximum overall width 63”.
- c. Three or Four Link / Panhard bar front suspension. Maximum axle length 41” measured at center of kingpin.
- d. Afco 16 series non-adjustable or Xcel/Sharp Bilstein #1 Coil-over shocks with 1.875 diameter springs on all four corners. One shock/spring per corner.
- e. Rack and pinion steering.
- f. Wheelbase 66 to 68 inches.

4. ENGINE:

- a. 2003-2009 Suzuki GSXR 600
- b. All internal engine and transmission parts including clutch must remain stock.
- c. No mismatching of years for any components.
- d. Stock fuel injection.
- e. Stock electronics (tuning allowed on stock ECU) no external adjusters or addons.
- f. Wiring harness may be modified.
- g. Any air filter may be used but no Ram Air devices.
- h. Any header and muffler may be used. Sound must not exceed 90db at 100’.
- i. Engines must be sealed by a certified inspector. Currently ASCS2 (Metric Cycles, Tulsa), KKR Engines (OKC) or Xcel Chassis (Pennsylvania).
- j. Any 12-volt battery may be used. Voltage must not exceed 14.4v when tested.
- k. Pump gasoline only not to exceed 93 octane, no additives.

5. WEIGHT:

a. Must weigh 900 pounds with driver after race. Parts/components lost during the race may not be added to make weight. Added ballast must be securely attached with bolts or clamps and painted white with car number on it.

6. BRAKES:

a. Rear brakes required. Minimum 8" diameter steel rotor.

b. Front brakes optional.

7. TIRES AND WHEELS:

a. Hoosier tires with a compound of RD15 or higher.

b. Front size: 57.0-6.5-10.0

c. Left rear size: 57.0-6.5-10.0 or 60.0-7.0-10.0

d. Right rear size: 61.0-10.0-10.0 or 63.0-10.0-10.0

e. American Racer Tires: Front & LR = 57.0/6.5-10DT; SD-38, RR = 61.0/10.0-10GT; SD-38.

f. Bead-locks okay.

8. REQUIRED SAFETY EQUIPMENT:

a. High back aluminum racing seat.

b. Five-point racing safety belts.

c. Fire resistant suit, gloves and shoes.

d. Snell 2015 or newer certified helmet.

e. Rock guard.

f. Racing fuel cell.

g. Fuel shutoff valve clearly marked.

h. Nylon lock nuts or safety wire bolts on all suspension and steering.

9. MISC:

a. No carbon fiber or titanium components allowed.

b. No cockpit adjustments for anything (power steering excluded).

c. No telemetry or data acquisition devices. Standard analog or digital gauges are allowed.

d. No two-way communications.

FLAGS

THE FLAGS OR LIGHTS ARE OFFICIAL AT ANY POINT DISPLAYED.

Lights out indicate start at line

GREEN Starting the race

YELLOW Caution, No passing. Slow to parade speed, hold your position, close up single file.

RED Stop at once, Do not move to another position on the track.

ROLLED BLACK -You are being warned.

WAVED BLACK – Must enter the infield immediately! Do not continue racing. You are disqualified.

WHITE - One lap to go

CHECKERED - Race is over.

DISQUALIFICATIONS AND SUSPENSIONS

1. Any driver or pit crew member being disqualified will be told as soon as possible after the race in which he/she is disqualified.
2. Any verbal protest to any official by a car owner or driver can result in disqualification of the car and driver for the complete program of the date. Suspension of privilege to re-enter the pits can also be levied.
3. No violent arguments on the track or in the pits will be tolerated. For unsportsmanlike conduct and/or track retaliation by drivers, owners, pit crew members, the following penalties will be imposed:

1ST OFFENSE FINE- \$500

AS WELL AS POSSIBLE SUSPENSION

4. Fighting on the track or in the pits will not be tolerated!
5. Striking any track official is a felony and will result in banning from I44.
6. Fines will be deducted from pay out and must be paid completely before returning to competition.
7. Promoter can impose additional fines and or penalties above and beyond what is listed if he deems it necessary.

PROTESTS FEES AND PENALTIES

- I. A formal protest will be accepted in writing by the Race Director from a car owner or driver only if his/her car was in a race with the car being protested and finished in the lead lap. A protest must be submitted within 15 minutes after the completion of the race that is being protested. Protest money must accompany a protest.
- II. 1 member of the protesting team and 1 member of the protested car will be allowed in the tech area.

Protest Fees

-- **Jr Sprint:** \$600

-- **Fuel:** \$200 - Lab Fuel Check \$350 both Paid in advance. All classes-no money will be returned

-- **Ignition Box:** \$100 - Check ignition only- no money will be returned.

-- **Engine: \$100-** Scope Engine, verify bore/stroke, verify crank/rods and inspect transmission.

-- **Engine: \$2500-** Remove cylinder head, measure bore's stroke, identify piston, verify cylinder length, check cam timing and cams, remove pan, and verify crank/ rods and inspect transmission.

Penalties for all classes

Any engine protested and found legal; the protesting party will have their engine inspected.

Any car or driver found illegal will forfeit money for that race, program, and all track points for that year. Refusal to be teched shall be considered a failure.

If car owner wants to select a mechanic to disassemble the motor, the car owner is responsible for all fees incurred.

Race Director/ Promoter will take immediate possession of motor upon protest.

For any class in which there is a protest, all prize money will be held until protest is resolved. If the car driven by a point winner is found to be illegal, all following cars will be moved up one place in the event they finish behind the point winner and will accrue points and money according to their adjusted positions.

The Race Director and/or Technicians reserve the right to demand inspection of any part of a race car for the purpose of determining legality, without protest fees.

If a protest is upheld, money will be returned to protesting person. If protest is overturned than money is awarded to protested car and tech inspector.

Any protest, the person found to be illegal will be responsible for paying the tech fee.

POINT SYSTEM

General Points go to the driver. The driver will receive feature points only, or B-feature points if unable to qualify for the feature. All drivers that fail to start or qualify for the main event are awarded 45 points. If you do not compete in a heat or B feature, you will not receive the 45 points.

Eligibility for Points If a race car pulls out onto the racetrack at the beginning of the race, under its own power, with the intent to race, then the driver will receive the points for the finish in that race.

Show Points All drivers in each class participating in the race events at a track will receive show points based upon the number of cars participating in that class, as follows:

1 to 9 cars participating, ten (10) show points.

10 to 15 cars participating, eleven (11) show points.

16 or more cars participating, twelve (12) show points.

Participating means that a car must take a green flag at some time during the racing program, including hot laps.

DNF (did not finish). Points awarded to DNF cars based on the order in which they were lined up at the start of the race (1st lap) or number of laps completed. Any car judged to be at fault for restart/accident will be scored behind any others who completed the same number of laps or were involved in the same incident.

Heat Races No points will be awarded for heat races.

B Features

All drivers who fail to qualify for the feature event will receive 45 points.

Feature Races Pos.

Feature Races

Pos. Points

1st 100 _____ 7th 78 _____ 13th 66 _____ 19th 54

2nd 95 _____ 8th 76 _____ 14th 64 _____ 20th 52

3rd 91 _____ 9th 74 _____ 15th 62 _____ 21st 51

4th 87 _____ 10th 72 _____ 16th 60 _____ 22nd 50

5th 84 _____ 11th 70 _____ 17th 58 _____ 23rd 49

6th 81 _____ 12th 68 _____ 18th 56 _____ 24th 48

If starting more than 24 cars: 25th: 47 pts, 26th: 46 pts, 27th Back: 45 pts

RULE BOOK DISCLAIMER

Cars, parts, components, and/or equipment will not be considered as having been approved by reason of having passed through inspection at any time or any number of times unobserved or undetected.

Unless these RULES say you can do something, then you cannot! The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable 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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specification herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation of deviation of these rules is left to the discretion of the officials. Their decision is final.

Visit our website for more information www.I44RiversideSpeedway.com

Find us on Twitter, Instagram & Facebook @I44SpeedwayOKC

Our physical location is 4100 SW 149th ST, OKC, OK 73170

a ¼ East of I-44 on SW 149th ST.

Phone: 405-633-1583

Mailing address:

I-44 Speedway OKC

PO BOX 57105

Oklahoma City, OK 73157

**Thank you for supporting the only Micro Sprint &
Midget dirt track in Oklahoma City!!!!**