

MAGNOLIA MOTOR SPEEDWAY RULES AND PROCEDURES

DISCLAIMER

The rules and or regulations set forth herein are designed to provide for the orderly conduct of racing events, to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events. No express or implied warranty of safety shall result from publication of or compliance with these rules 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 word "track" shall mean Magnolia Motor Speedway.

Track ownership/management conducts each event and maintains all rights to any photography, video, and or use of the accounts of the event. No one without express written consent of Magnolia Motorplex Associates, LLC shall be allowed to photograph, video, tape, or produce any material for profit or pleasure. Person(s) that violate this copyright infringement may be removed/banned from premises, and or prosecuted.

*****TECH BULLETIN:** All drivers must be wearing complete fire-resistant suits at or they will not race. If a driver is caught without a fire suit in the tech line or during race conditions, they will not get to race and will not get paid.

GENERAL TRACK RULES

Track officials will act upon any situation not covered by the rule book and their decisions shall be final.

The track management reserves the rights to change, update, modify, add, or delete any rules without prior notification with regards to providing fairness of competition.

All drivers, car owners, mechanics, or anyone else must sign a release and purchase an armband before entering the pit area. This armband must be worn on your wrist at all times. Offenders will be dismissed from the pit area by security.

Track officials reserve the right to forbid any individual(s) from Magnolia Motor Speedway property. No driver or crew member shall subject any track official to abuse, ridicule, or foul language at any time; on or off the track.

No drugs or firearms are allowed in the pit area or track properties. Offenders will be ejected from the premises immediately.

The driver is held responsible for the conduct of his pit crew members. The driver will be the sole spokesperson on all matters concerning the race and must talk to the officials in charge.

Officials reserve the right to move a driver from one class to another, based on the type of car, and/or his driving performance.

Mandatory Driver's Meetings attendance required. All drivers must pack the track. Drivers can compete in more than one class per race event with Race Director's approval.

Drivers may change cars at any time between qualifying/heats/B-Main and the start of the Main Event at the discretion of the Race Director. However, any change will result in the driver starting in the rear of

his heat race, B-Main or Main Event. It is the driver's responsibility to notify track officials of any desired change.

Officials may inspect all participating racecars at any time.

If any unnecessary roughness on the track causes the race to be stopped, the persons involved may be sent to the pits, sent to the rear of the race field, or disqualified.

No nitrous oxide in any class.

Track officials reserve the right to change any car number to avoid duplication.

Only drivers can sign for/collect nightly winnings.

No payment will be made until the Race Director approves the finishing order.

Toe hook/chain is mandatory for the front and rear of all cars. This will speed up the tow time, in order for the wrecker to get the track cleared and resume the race. There will be a one-week grace period.

ANY DRIVER AT ANY TIME DETERMINED TO HAVE SOFTENED OR CHEMICALLY ALTERED TIRES WILL BE DISQUALIFIED FROM THE REMAINDER OF THE EVENT. DRIVER AND/OR CAR OWNER MAY BE FINED UP TO \$500 PER TIRE, AND COULD BE SUSPENDED, AT RACE DIRECTOR DISCRETION. DRIVER AND/OR OWNER WILL NOTIFIED IN WRITING OF DECISION, ALL DECISION'S ARE FINAL.

We will use a sniffer to determine if the tire has been chemically altered. If the sniffer deem the tire or tires are illegal you will be disqualified from that event, losing all winnings and points. WE WILL GO BY THE SNIFFER.

SAFETY

Cars entering and exiting the pits must travel at a slow, safe rate of speed.

All drivers must wear a certified full-coverage crash helmet.

Complete fire-resistant suits are highly recommended for all drivers.

It is recommended that all entrants have a fully charged fire extinguisher in their cars at all times.

All weights must be securely mounted inside or on the frame of the car.

All cars must have a safety loop on the drive shaft at front.

A safety net on the window is recommended, and three (3) bars in the front of the steering wheel are recommended. All safety nets must have a top quick release.

Roll cage required.

Safety racing belt and shoulder harness is mandatory on all cars.

Gas tanks or fuel cells may be relocated for safety in all classes. Fuel cells are recommended in all classes.

No one but track officials and emergency crew is allowed on the track during yellow or red flag periods. This is for your safety only. Only authorized personnel are allowed on the track or in the infield.

RACE PROCEDURES

It will be the driver's responsibility to be lined up prior to the start of the race in the staging area. If the car is not on the track after one (1) pace lap, it will start at the rear of the line-up. Line-ups will be posted at specified areas in the pits.

Courtesy laps may be allowed based on Race Director's discretion.

Any driver that stops his car on the track to argue or otherwise delay or disrupt the race maybe disqualified and fined.

Cars in all classes that start the races on the front row will have two (2) chances for a green flag start. After two (2) false starts, both cars may be moved back one row. Exceptions may be used if cars in the field are out of position or if any unsafe conditions exist on the track. (1) One chance rule may be invoked.

Any Driver who comes to a stop during the first lap, and in the opinion of the Officials, has done so deliberately to cause a re-start, will be put to the rear before the race is restarted. Any driver who spins out unassisted on the initial start will be put to the rear before the race is restarted.

In the event of either a Caution or a Red Flag, after one (1) lap has been scored, any car that goes into the Pits will rejoin the Field at the rear. In the event of a Caution or a Red Flag on the starting lap, Drivers may enter the pits for repair, and assume their original grid positions, provided that they have regained the Track before the one to go signal has been given. In all cases, either starts or restarts, if the one lap to go signal has been given, those rejoining after the signal must join the Field at the rear.

Field line up will revert to last completed and scored lap order after a red or yellow flag.

Lapped cars will be placed at the tail end of the lineup.

Any car, which causes a caution flag two (2) times in any race (heat or feature), will be warned with a black flag. The driver will be disqualified from the race after causing three (3) cautions. A two (2) caution disqualification rule may be invoked for special events, at Race Director's discretion. Race Director may invoke one (1) caution rule anytime deemed necessary.

Race Director reserves the right to conclude a race at any time. Race Director has the right to invoke time limits for all events at any time. Race Director reserves the right to shorten or lengthen number of laps scheduled for heat and/or feature events at any time.

Any driver who does not obey the flag rules may be disqualified.

Drawing determines you're starting position for the heat race or feature event. How you finish the heat race, determines your start position for the feature race. Track reserves right to have drawing for field inversion. Track has authority to handicap previous week's winner's starting position in feature event. Drivers that win 2 features in a row or more may be required to start at the rear of the last heat for the driver's respective class, the following event.

Championship races: Track may change regular format (qualifications and number of laps) for Championship races. Track may award double points for Championship events.

No work allowed on cars by unauthorized individuals on track during a caution flag. No work will be done on cars during red flags. During a yellow flag caution, a car may stop at The Body Shop for track officials to check car damage. If help is needed, the track workers will render that help. No one is allowed beyond the fence at turn #3 or turn #4. If ANY team helper/ crew chief, etc. is caught beyond this point, the driver of the car is responsible and may be disqualified.

On single file restart, the lead car fires at cone -no passing before the cone. Drivers passing before the cone may be disqualified, placed one lap down, or placed to the end of the field based on Race Directors discretion. The flagman starts the race at the cone on double file starts. Race Director reserves the right to use double file restarts at any time, for any class.

Slower cars given the "move over" flag must move out of the preferred racing groove or hold line.

Top three (3) cars must weigh immediately after heat and/or feature event. Exceptions will be stated for special events. 10-pound scale variance allowed.

PROTEST RULES

NO equipment will be considered approved by reason of having passed through inspection unobserved.

If at any time, there is a doubt about a part being legal for competition. YOU must prove to officials that the protested part is legal.

Technical protests will be made after the feature event only. Only a participant in the said race may file a technical protest. All protests must be filed immediately after the event finish. Protest must be filed in the infield and required cash for protest presented before car leaves and to go to pit area. Once car goes leaves perimeter of track, they are ineligible to file protest. Protest must be made in writing with SPECIFIC protest issues described. Inspection shall begin within 30 minutes after the protest has been filed, or the protested car/participant will be disqualified. Failure or refusal to tear down will result in immediate disqualification and forfeiture of all prize money, awards, and points for that event.

Only cars that finish on the lead lap and in the top 5 are allowed to protest. No spite protests.

Drivers may only protest cars that finish in FRONT of them. No reverse protests allowed. Drivers are allowed one (1) attempted and/or executed technical protest per year.

Any visual protest must be made before qualifying or heat races. Visual protest must be made in writing with SPECIFIC protest issues described. Any visual protest is \$25 cash on EACH item that is a visual protest.

Each separate technical protest must be accompanied by a \$250 cash protest fee for the top of the engine (heads, carburetor, bore and stroke, etc.) and/or a \$250 cash fee for the bottom of the engine (rods, crankshaft, etc.) \$500 cash protest fee for complete tear down. All technical protests accompanied by \$250.00 cash with disbursement of \$200.00 to the protest winner and \$50 to the track. All technical protests accompanied by \$500 cash with disbursement of \$400 to the protest winner and \$100 to the track. Track retainage of the protest fee will go to the speedway, regardless of the protest outcome. The only individuals allowed examining engine or parts protested is the driver being protested, the driver protesting, and the Technical Inspector. The Technical Inspector's decision is final.

Track officials reserve the right to tech, spot check, or examine cars at any time.

Track officials reserve the right to accept or not accept protests at their discretion.

Scoring protest, made by driver only, must be made 10 minutes of official posting after your final event of the evening. There will be no protest of scoring after the 10-minute time period. The finish sheet will be official.