

I-37 SPEEDWAY



GENERAL RULES

2023

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A. GENERAL RULES

1. Track officials shall have responsibility for rules and regulation enforcement. At discretion of track official(s) in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions.
2. No driver or crew member may enter the racing area until he/she has completed all releases, registrations and/or entry forms. No person will be allowed to sign release and waiver sheets for anyone other than themselves.
3. Driver should be present to check in. In no case will a driver's entry be accepted without the correct transponder number.
4. Drivers arriving after Check-In has closed AND after heat race lineups have been calculated will be allowed to compete but will be assigned scratch starting position in a heat race or a B-Main (if applicable). All drivers must be qualified through heat or B-Mains in order to start the A-Main.
5. All drivers are required to complete the Annual Track Registration. This will be confirmed when the driver checks in. Track Officials may allow a one-race waiver. In addition, any IMCA Class driver must be prepared to show IMCA proof of membership.
6. Consumption of alcoholic beverage by driver in advance of, or while competing is strictly forbidden. Any driver showing evidence of alcohol consumption will be required to leave the premises immediately and may be subject to a fine of no less than \$250. Use of illegal drugs at any

time shall be cause for immediate, indefinite suspension and/or fine of no less than \$250.

7. No driver changes will be made at any time without previous notification of officials. All changes must be made in the pits only, at discretion of officials.

8. The driver is qualified and receives points, not the race car. Any driver wishing to change cars must be qualified to compete in the race for which he/she is changing cars, and must start at the rear of that race. Once a driver has changed race cars, he/she must finish the program with that race car. Drivers changing cars cannot claim. Once race cars are staged, no driver/car changes allowed. Any driver allowing another driver to use his/her race car, or any driver changing cars when not qualified to do so, forfeits any points earned in that event.

9. Driver is sole spokesman for car owner and pit crew in any and all matters pertaining to the race and the driver only shall take part in any arbitration with the officials.

10. No fighting on the premises.

11. Officials shall not be subjected to abuse or improper language.

12. Driver is responsible for the conduct and actions of their crew members.

13. Unsportsmanlike conduct or participating in any action or activity considered detrimental to I-37 Speedway, at any event or on social media, by drivers, owners and/or pit crews shall be grounds for disqualification and/or punitive action.

14. I-37 Speedway reserves the right to inspect race car at any time. They further reserve the right to disqualify any driver and race car from competition and confiscate any and all illegal parts. It is the responsibility of the driver and crew to disassemble race car for

inspection when requested to do so. Refusal to comply will result in disqualification and forfeiture of prize money and points and may be subject to fine and/or suspension.

15. Approval of a race car by inspector shall mean only that it is approved for participation in a competitive event and shall not be construed in any way to mean that it is guaranteed mechanically sound, safe, or completely legal. I-37 Speedway and/or the inspector shall not be liable for any mechanical failure nor for any losses, injuries or death resulting from same.

16. Any car, under protest or claim, taken from premises without first clearing with official in charge will subject car and driver to disqualification and forfeiture of prize money and points.

17. Any driver or race car under suspension may not participate in any I-37 Speedway event.

18. No driver, car owner, or mechanic shall have claim for damages, expenses or otherwise against I-37 Speedway, promoter, or any officials, by reason of disqualification, confiscation, or damage to, either race car or driver or both; and car owner, driver and mechanics agree the track is in safe condition if they take part in racing activities.

19. All drivers, car owners and mechanics assume full responsibility for any and all injuries sustained including death and property damage, at any time they are on the premises, or enroute to or from the premises.

20. No cell phones, messaging devices, unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials).

B. LINE-UP PROCEDURES (ALL CLASSES EXCEPT LATE MODELS)

Line ups will follow IMCA procedures as follows:

1. OPENING NIGHT ONLY

Drivers draw for heat lineups. Drivers transferring to the A-Main from the heat races will redraw for A-Main starting position as follows: One heat - 5 redraw; two or five heats - 10 redraw; three, four or six heats - 12 redraw.

2. REMAINDER OF SEASON

HEAT LINE-UPS

For all future track points nights scheduled for the season, heats are lined up by driver's three-event point average, stagger inverted, lowest point average to front, highest point average to rear. Point averages are figured by driver's average points earned in driver's three most recent appearances in weekly points events at the track. New drivers carrying no point average start at the rear in the heat race. Two or more drivers having no average or same point average will be lined up at discretion of officials.

"B" MAIN LINE-UPS

B-Mains are lined up straight up from heats with highest finishers to front.

“A” MAIN LINE-UPS

- When one heat is run, top five qualifiers will be inverted for feature lineup according to three-event point average.
- When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to three-event point average.
- When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to three-event point average.
- Remainder of “A” feature is lined up straight up from heats and/or “B” features.
- A driver that qualifies but has no point average shall be lined up no further forward than the last invert position. Should there be more than one driver with no point average, positions will be lined up at discretion of officials.
- The promoter reserves the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved.

3. Driver does not lose point average for missing any race nights. Once driver establishes a point average, the driver maintains a point average for remainder of the season.

4. There will be no double feature nights, excluding rainout make-up features. A program is not considered a rainout unless qualifying races have been completed. If feature is rained out and will not be run at later date, all drivers are to be awarded last place points.

5. Other than opening night, track may have additional programs where a draw-redraw system may be used for line-ups. Track may hold one

draw/ redraw program for every four weekly track points events scheduled for the season. Non-track point events are excluded.

C. RACE PROCEDURES

1. The number of cars starting a race is determined by the track officials and depends on the type of event, length and condition of track.
2. Race car must display number as assigned by track personnel. It must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front, if possible. All race cars must display required contingency decals, which will be furnished by I-37 Speedway.
3. Promoter and officials will not be responsible for allowing a late entry to compete. All competitors are expected to be aware of check-in closing time. Competitor should be present to check-in. No driver will be checked in without providing his/her transponder number.
4. Any driver not ready to compete when called may be sent to rear of starting line-up, or left out of balance of program at discretion of official in charge.
5. Once a race is on a preliminary line-up lap, disposition of cars not in position shall be at discretion of officials.
6. A race may be stopped at discretion of officials at any time, if considered dangerous to continue, but only officials have the right to stop a race.
7. If track has pre- or post-race inspection, those drivers not reporting to the inspection area may be disqualified and given last place points.

8. No race is official until officials make declaration of final scoring of positions.
9. No race car is to receive assistance from another car after white flag is displayed and all finishes must be made under car's own power or momentum.
10. A dead heat may or may not be re-run at discretion of officials. If dead heat is not re-run, prize money and points for both positions under contention shall be divided equally.
11. No person shall be allowed on track during a race except officials.
12. Cars leaving the track (returning to pit area) may NOT return to the race.

D. INITIAL START, CAUTIONS AND RESTARTS

1. On the initial start, the green flag shall start the race. Cars must be nose to tail when coming to the green flag. No laying back. Decision to call off the start for these violations is at the discretion of the Race Director.
2. When the yellow flag is displayed cars must slow down and hold positions. Cars will immediately get single file.
3. Cars will be lined up according to their position on the last green flag lap (last completed lap).
4. All lapped cars will be placed at the rear of the single-file line.
5. When cars are in correct positions, cars will then be placed in "Delaware Double-File Restart" order.

Delaware Restart Line-up Procedure:

- a. The leader of the race will be placed alone in row one of the field.
- b. Second place car must signal and move to either inside or outside of row number two.
- c. Remainder of cars will line up double file as follows:

Second place driver chooses outside - third place goes inside of row two, fourth place goes outside of row three, fifth place goes inside of three, etc.

Second place driver chooses inside - third place goes outside of row two. Fourth place goes inside of row three, fifth place goes outside of row three, etc.

6. Cars not immediately moving to proper restart position or that delay the restart will be subject to disqualification.
7. Cars must stay tightened up nose to tail. No laying back to gain an advantage on the restart. Violations are at the discretion of the Race Director.
8. Caution light will go out on the backstretch and the leader may then restart the race at any time but not later than the cone out of turn four. Racing resumes immediately upon display of green flag.
9. Passing or gaining an advantage before the leader restarts the race will result in a two (2) positions penalty.
10. Single-file restarts will be used after the third caution in the race or at the discretion of track officials.
11. Cars cutting through infield to gain positions will be penalized two (2) position penalty.

12. Drivers may not exit their car while on the track and return to racing unless caution is displayed and approved by track officials.
13. Any car intentionally causing a yellow flag will be disqualified.
14. Any driver at fault for causing two caution flags in the race will be black flagged.
15. Only green flag completed laps will be counted. Partially completed laps will not be counted.

E. SCORING

(refer to Transponder Rules / Placement at I37Speedway.com)

1. A working Race Receiver must be used at all times the driver is on the track. Drivers found with broken and/or nonfunctioning Race Receivers are subject to immediate disqualification.
2. Westhold transponders are required at all times car is on the track (packing, hot laps, qualifying, heats, B-Features, A-Features, etc.)
3. Transponders must be located and oriented per I-37 Speedway Transponder Rules / Placement. Improperly mounted transponders may result in your car not being scored accurately.
4. Transponders/timing results are final in all scoring decisions. Transponder location will NOT be considered in a disputed finish. The transponder must be mounted in the correct position on the car.
5. Any car found with a transponder in a location farther forward in vehicle than as specified will be disqualified.
6. Any car found to have more than one transponder will be disqualified for the entire race evening.

7. Competitors without a working transponder **may not be scored and may not be allowed to compete**

F. POINT STRUCTURE (applies to all I-37 Speedway divisions)

1. A-Feature win is 40 points, with each subsequent position worth one point less, with 24th position in feature worth 17 points. If more than 24 cars start feature, all positions from 24th back receive 17 points. If track runs a B-Feature(s), first non-transferring driver receives 16 points and each subsequent position, back to sixth position, receives one less point per position. Sixth position and back in B-Feature(s) receive 11 points. This applies to all B-Features, even if more than one is run. Drivers must compete in heat race or feature to receive any points (minimum 11 points) – NO SHOWUP POINTS. If no points are awarded, the event will not be calculated into driver's point average.
2. Should a driver qualify for B-Feature or A-Feature, and is unable to compete, they will be scored in last position and receive points accordingly. (Promoter's discretion whether vacated position is filled in feature by next qualified driver. In the event of a track running make-up features, if driver competes in first feature, but is unable to compete in second feature (crash, blown engine, etc.), driver will receive last position points in A or B-Feature, accordingly.
3. If less than ten entries for any given night, for each car less than ten, one point fewer than normal is awarded for feature finish. For example, if nine cars entered, feature win would then be worth 39 points; for eight entries, win would be worth 38 points, etc.
4. Driver must participate at minimum 50% of weekly point events to be eligible for I-37 Speedway track point fund.