

ALL CLASSES

Section A: Safety rules for all classes.

For the Two classes sanctioned by Wisconsin; Midwest Modifieds, and Late Models we will be using the official Wisconsin Rule Book pertaining to the general rules, general policies and minimum specifications. The Street Stock class will follow rules specific to the MDRA.

Sections 4 operating procedure, Section 5 flagging procedure, and Section 6 point system will also be used.

As for the Outlaw Sprint class, we will run NOSA and the following general rules; sections 1 through 6. Street Stock rules are within.

SECTION 1 - GENERAL RULES

1-1 General Application

The general rules of this section shall apply to each and every driver, owner, sponsor, mechanic, crew member and/or any other pit personnel (collectively known as participants). All participants subject to the rules are expected to know the rules and any claimed ignorance of the rules will not be accepted as an excuse.

1-2 Effective Date

The River Cities Speedway rules are effective upon the date of publication, regardless of when a person subject to the rules receives actual notice of the rule.

1-3 Exhibits and Drawings

Exhibits and drawings are deemed rules illustrations and are enforceable rules.

1-4 Amendment of Rules

River Cities Speedway reserves the right to add to, delete, supersede or modify any rules, exhibits or drawings deemed necessary for the betterment and/or safety of racing. All amendments are effective on the date of publication regardless of when a person subject to the rules receives actual notice.

1-5 Competitor Obligation

Every driver must inspect the racing surface and the racetrack area to learn of any defects, obstructions, or anything which, in the driver's opinion, is unsafe and the driver shall report that condition in writing to a track official. Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that the driver is aware that auto racing involves risks and that by competing in an event the driver assumes these risks with full awareness and knowledge.

1-6 General Disclaimer Statement

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 these rules. No express 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 officials. The race director shall be empowered to impose any further restriction that in his/her opinion do not alter the minimum acceptable requirements. no express or implied warranty of safety shall result there from. Any interpretation of, or deviation from these rules is left to the discretion of the officials. Their decision is final.

1-7 Finality Of Decisions & Interpretations

The decisions of race officials, or track officials, at a sanctioned event, including the interpretation and application of rules and the scoring of positions, shall be final.

1-8 Violation Of Rules Intent

Any person who defies or violates the intent or spirit of the rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with by track officials depending upon the nature of the infraction. Unsportsmanlike conduct will result in a fine of up to \$1,000.00 and/or a suspension of up to one year and/or probation for up to one year from the date of infraction.

1-9 Reserved Participation Right

The track promoter reserves the right to refuse to accept the entry of any car or driver or owner. Furthermore, the track promoter reserves the right to revoke or cancel any entry, or any right to be on the track premises, if it is felt or determined that a persons presence or conduct is not in the best interest of the sport of auto racing, the other competitors, the spectators, track management and/or employees.

1-10 Conduct

1-10.1 Driver Responsibility

The driver is responsible for the actions of his pit crew in all respects. The area around your car shall be considered sacred, anyone causing a disturbance in that area will be dealt with. The driver shall be the sole spokesperson for his/her car owner and pit crew in any and all matters, and must talk with the chief track official in charge regarding their conduct or behavior.

1-10.2 Fighting - Disturbance

Any driver or crew member directly involved with any fighting or misconduct at any event, on the race track, in the pits, or on the track premises, may be fined

up to \$500.00, may be suspended from all events for two weeks from date of infraction and may forfeit all points to the date of infraction and all prize money earned for the event. This includes drivers going over to cars on the race track in a fit of anger.

1-10.3 Assault/Abuse of Officials

No driver or crew member shall subject any track official, track employee or sponsor to any abusive or improper language at any time. Any driver who gets out of his/her race car, or assaults or threatens any track official, track employee, sponsor, driver or anyone may be suspended for up to two weeks from the date of infraction and may be fined up to \$500.00 and shall forfeit all points and all prize money for the event.

1-10.4 Alcoholic Beverages

No beer or alcoholic beverages will be allowed to be consumed in the pit area until the entire program for all divisions is completed. If a driver or pit crew member is caught drinking in the pit area before the entire program for all divisions is completed, he/she shall be immediately ejected from the race track premises and shall be subject to a mandatory fine of not less than \$100.00 and not more than \$500.00 and a suspension.

1-11 RIVER CITIES SPEEDWAY DRUG POLICY

1-11.1 Illegal Drugs, Definition:

Illegal drugs are those substances or drug substances defined and prohibited by state and/or federal laws.

1-11.2 General Prohibition:

Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant, either on the Speedway grounds, or in any area considered to be used in the operation of the Speedway, such as parking lots or leased properties.

1-11.3 Participant, definition:

A participant is any person taking part in any event at a track in any form, including but not limited to drivers, car owners, mechanics, crew members, sponsors, track officials or pit area observers. All such persons shall be considered public figures who have by their own choice become involved in auto racing events at River Cities Speedway, with the full understanding that he/she must abide by the rules and regulations established and published or announced by River Cities Speedway. All participants are considered to be responsible for their personal conduct.

1-11.4 Specific Prohibition, Violations and Penalties

Any person who is:

1-11.4.1 - found to be in possession of, or under the influence of, an illegal drug

or drug substance on the Speedway property; or

1-11.4.2 - arrested by duly-constituted authorities and charged with possession and/or use of illegal drugs or drug substances, regardless of whether offense occurred on or off the Speedway property; or

1-11.4.3 - formally charged by a court of law with an illegal drug violation, regardless of whether the offense occurred on or off the Speedway property;

1-11.4.4 - shall be subject to the following penalties by river cities speedway:

1-11.4.5 - Suspension from competition and eviction from all River Cities Speedway events, and denial of further entry to events for a period to be determined by River Cities Speedway officials.

1-11.4.6 - Any participant who is formally charged by a court of law with an illegal drug violation, regardless of the level of the offense, upon River Cities Speedway being so advised, shall be suspended from all forms of participation of events until such time as the charges are fully adjudicated through the legal process.

1-11.4.7 - Any participant convicted of an illegal drug violation, regardless of the level of the offense, by a court of law shall be prohibited from taking part in any event for a minimum period of 1 year from the date of conviction.

1-11.4.8 - In addition, during any suspension imposed above, all point fund money, both track and national, including all contingency awards, shall be held by River Cities Speedway pending adjudication of the charges and shall be forfeited if the participant is convicted of the charges.

1-11.5 Appeal and Hearing:

Any participant suspended for violation of these rules will be granted an appeal hearing by a board of officials designated by the River Cities Speedway provided the suspended participant requests such a hearing, in writing, within 14 calendar days of the date of suspension. It is the responsibility of the suspended participant to make such a request for a hearing.

1.11.6 Reinstatements:

A participant suspended for violation of these rules, except in the case of persons charged with selling drugs may as the result of a decision reached through the appeal and hearing process, be reinstated if:

1-11.6.1 - In the case of drug use, it is mutually agreed that the participant, at his/her own expense, will produce documentation from a physician licensed within the state, certifying that he/she is drug independent, as a result of random and periodic examinations and urinalysis testing, made at the request of River Cities Speedway.

1-11.6.2 - In the case of drug possession, that the participant produces evidence, satisfactory to the hearing panel that he/she was not in possession of illegal drugs.

1.11.7 Prescribed Drugs:

If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief pit steward or racing director prior to the

participant's entry into any Speedway activities.
Failure to so notify will subject the participant to penalties as prescribed above.

1-12 Probation

All fines and suspensions will automatically carry a one year from date of infraction probationary period. All fines and suspensions will automatically carry from class to class.

1-13 Duration of Penalties

All penalties will cover through the entire River Cities Speedway racing season and cover all events.

Section 2 - GENERAL POLICIES

2-1 Prevailing Policy

2-1.1 - Any disagreements over technical questions or operations will be resolved by River Cities Speedway track officials. When their decision is rendered, such decision is final, binding and non-appeal able.

2-1.2 - River Cities Speedway or track officials will establish the length, frequency and administration of all events and programs and when their decision is rendered, that decision is final and binding.

2-2 Licensing and Registration

2-2.1 No driver or crewmember may enter the racetrack or pit area until he/she has personally signed all releases, registrations and entry forms. No person will be permitted to sign the release sheet for any other person other than himself/herself. Any participant who fails to sign all release and registration forms will be disqualified and any prize money will be forfeited. You must have your Wisconsin/MDRA license in hand or receipt from one of the listed organizations.

2-3 Pit Age Requirement

No one under the minimum age of (14) fourteen will be allowed into the pit area. All persons under the age of (18) eighteen must have a signed minor release form on file. (Forms available at pit gate).

2-4 Race Procedures

2-4.1 - Whenever you are in a racecar you will be race ready at all times.

Everyone must wear the required helmet, fire suit, cinched harness and lap belts for hot laps, warm-ups and races. All safety equipment will be worn at all times.

2-4.2 - No one except the driver and track officials are allowed on the racetrack at any time after the race starts.

2-4.3 - If a car is unable to start the race, all cars behind that car's position will advance one position. Cars entering the track on the parade lap (you have to get

Lon or Wayne's approval) will start at the rear of the field, regardless of their qualifying position.

2-4.4 - If a car moves out of position before the green flag is thrown, at the discretion of the flagman, the race may be yellow flagged and a miss start declared, then putting the driver or drivers involved back one position. If they do it again, they will be put tail end or black-flagged - this applies to all.

2-4.5 - When a race is stopped after the completion of at least one lap, cars shall be lined up in the order in which they were running at the completion of the last full lap before being stopped, the car or cars causing the accident, if any, shall start at the rear. If a car causes a stoppage twice in the same race, that car will be sent to the pits. If the flagman thinks you intentionally hit someone they will be black-flagged. Anybody taking evasive action to avoid being in an accident, stopping etc., will be given his or her spot back. Any driver who causes a yellow and RCS officials think they could have gotten started before the yellow was thrown will get black-flagged. Sprints: Any sprint that stops for any reason goes to the rear except when an official wants to check for safety concerns.

2-4.6 - A race may be stopped at the discretion of the starter or officials at any time they consider it dangerous or unsafe to continue.

2-4.7 - Any car being lapped consistently by the field may be black-flagged at the flagman's discretion.

2-4.8 - All classes can check the track after the B-Mains and before the Feature event before your feature. Two-men only.

2-4.9 - Only essential people in the infield. All drivers and pit crew members must return to the pits after red flags and during all races. The races will not start until the infield has been cleared of non-essential people.

2-4.10- ATV's & Pit Vehicles- All ATV's/ Pit Vehicles must be insured. You must provide a copy of proof of insurance. Your vehicle will not be allowed unless proof of insurance has been provided. One person will be allowed on each ATV. Side-by-Side Pit Vehicles may have a maximum of 2 people on board. ATV's/ Pit vehicle may be used only on a red flag to go to the top of the race track. (All Classes) JMS will provide services to you the racer. If you supply JMS with the fuel jugs, they will deliver to your pit. If you do not follow the policy listed above the following will occur:

1st Offense- **Car goes to the back of the Field**

2nd Offense- **1 Week** suspension

3rd Offense- **2 Week** suspension

4th Offense- **1 Month** suspension

2-5 Driver Changes

2-5.1 - No driver changes are allowed during a race.

If you get hurt, another driver can run your car but must qualify it. If there are no further qualifying events, you will run tail end of the B-Main. If no B-Main that evening, start rear of feature if field is not full.

2-5.2 - The driver may qualify only one car in a class. In the event of a wreck in practice, the driver will be allowed to qualify another car provided that car has not yet been qualified. Points will go to that car.

2-6 Good Standing

You must be in good standing with the River Cities Speedway in order to receive any point fund money and/or other awards. All fines must be paid, all suspensions must be fully served and all outstanding debts to River Cities Speedway must be paid in full in order to be considered in "good standing" with River Cities Speedway. This includes any driver, owners or crewmembers that have fines, suspensions or debts pending with the River Cities Speedway.

2-7 Racing Season

River Cities Speedway point season will begin with the first race and will end with the last, for the local point standings. (As per Wisconsin rules, (For Wisconsin Classes only) Racing Season 2.8)

2-8 Race Car Numbers

Drivers are responsible for notifying WISSOTA/ River Cities Speedway of their current car number or number changes. Numbers/letters must be at least eighteen (18) inches high, may consist of any combination of no more than three (3) numbers and letters, must be in a contrasting color to the background color, and must be neatly painted on both door panels and on the roof facing the grandstand. Reflective, mirror-like, or prismatic numbers, and hard to see color cars such as black, navy, maroon, and brown are strongly discouraged, and any competitor using such numbers risks not being scored properly at individual tracks. Driver assumes all risk for readability of his or her numbers. A six-inch-by-six-inch number of contrasting color must be on the front of the car as well as the back of the car.

SECTION 3 – MINIMUM SPECIFICATIONS

3-1 General

3-1.1 - At any time, before, during or after an event, track officials may require additional measures or equipment, or make additional determinations, as they deem necessary to further reduce the risk to competitors.

3-1.2 - All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare his/her car to comply with all minimum specifications, to be free of defects, and in safe racing condition.

3-2 Safety

3-2.1 - Helmets. Helmets are required and must be a minimum of snell 85 rated. We recommend the Snell 90 rating or better. The helmet must be worn at all times when the car is on the track and must accompany the vehicle at time of inspection. The helmet must have a face shield or eyewear protection which must be in place while the car is on the track. For sprints, a full face helmet is strongly recommended.

3-2.2 - Driving Suit. A driving suit of a flame retardant nature (nomex type material for sprints) must be worn by all competitors. If the driving suit is a two piece suit both the top and the bottom must be worn at the same time. (For sprints, it is recommended that there be a one piece, minimum two layers required and recommended a three layer quilted suit, of fire resistant material and underwear, socks, shoes, gloves and hood of fire resistant material are highly recommended.)

3-2.3 - Exhaust Noise Suppression. It is mandatory for the exhaust system to be equipped with a noise suppressor of some type so as not to exceed a decibel level of 100 decibels at 100 feet. NO cutting mufflers in half and mounting half on each side. Suggested mufflers to use: Super Trapp 5A Shorty, Flowmaster, Howe, Lobaks.

3-2.4 - Shoulder Harness, Belts, and Restraints. A competition shoulder harness, at least three (3) inches wide, and a lap belt at least three (3) inches wide are required. No OEM factory type shoulder belts or straps will be allowed. Metal to metal buckles are required on the shoulder harness and the lap belt. The harness must be mounted in at least FIVE points below the driver's shoulders (sub strap). Arm restraints are required. Helmet restraints and cages nets are recommended. See Street Stock rules.

3-2.5 - Kill Switch. A kill switch is required and must be within easy reach of the driver with the shoulder harness and lap belt fully cinched. This kill switch must be clearly marked "off" and "on".

3-2.6 - Mirrors and Radio. No mirrors or radios of any kind are allowed at any time.

3-2.7 - Steering Wheel. It is mandatory that all cars be equipped with a quick disconnect steering wheel.

SECTION 4 – OPERATING PROCEDURE

4-1 The car will be registered as it enters the pits.

The car will only race under one number, one driver per night, if a change of either car or driver occurs in a night you will start tail end. Number can't change that night. Points will be given anytime a regular race is run, even in the event of rain out rescheduling. In the case where we have more than one driver racing one car they cannot alternate driver in a given night without starting tail end.

They may alternate week to week. You will receive show up points if you unload your car and make a valid effort to race your car.

4-2 For regular races the pit gate will open at 5 pm. Street Stocks, Midwest Modifieds, and Late Models will draw for heat positions. Sprint Cars will check in at the registration booth, with the track official. Street Stocks, Midwest Modifieds and Late Models may have a crewmember draw providing they have the drivers Wisconsin/MDRA license in hand. Cars entering the pits after 6:45 will start at the rear. According to the following rule: If a late entry arrives for the street class, street heats sizes will not be changed after 7:00 pm - all other classes no heat size changes will be made after first green flag of the night. If the field is not filled by regular qualifying and there is a late entry after qualifying they may tag the feature in the order of entering the gate in case there is more than one.

4-3 Drivers and pit crews will remain close to their cars and keep them ready to line up when called. Once a field of cars is on the track the race will start. The flagman will wait for no one.

4-4 Any one deliberately pushing or bumping another car will be disqualified from that race. Any car deemed to be deliberately racing in the infield is disqualified from that race.

4-5 Owners or drivers of a car disqualified for any reason will forfeit their entry fees. Owners or drivers who enter cars but fail to appear when their event is run will also forfeit their entry fees.

4-6 Heat sizes for Late Models, Midwest Modifieds, Street Stocks

1 – 10 cars- 1 heat

11 - 17 cars- 2 heats

18 – 24 cars- 3 heats

25 – 32cars- 4 heats

Street Stock, Midwest Modifieds and Late Model heat races will be eight (8) Laps.

Sprint Cars- 20 Cars- 2 Heats, 21 cars- 3 Heats

Sprint Car Heat Races 10 laps.

B-Mains/ Consolation Races

Street Stocks & Sprints Cars- 26 cars or more RCS will run a B-Main

Midwest Modifieds & Late Models- 24 cars or more RCS will run a B-Main

We will start the following numbers of cars in each feature race:

- Street Stocks- 24
- Midwest Modifieds- 22
- Late Models- 22
- Sprint Cars- 24

*Feature Laps *

- Street Stocks- 15 Laps
- Midwest Modifieds- 18 Laps
- Late Models- 20 Laps
- Sprint Cars- 25 Laps

4-7 TIME LIMITS (a) The time limit on feature races will be:

Street Stocks 20 minutes

Midwest Mods 20 minutes

Late Models 30 minutes

Sprints 30 minutes

(Excluding time out for red flags). (b) The clock will start at the first green flag. (c) If a caution (yellow flag) occurs after the time limit, the race will be restarted with a green/white/checkered ending the race.

4-8 Tire changing rule - Tire changing will be allowed in the B-main and Feature by the following method. Any driver allowed a tire change will receive THREE minutes to change a tire. ALL classes of cars will be allowed to change flat tires by entering their pit area by any means on a yellow flag. If you stop on the track to cause your own yellow because of a flat tire you will be sent to the pits (no tire change will be allowed). If you enter the pit you will start tail end on the restart. You must have the tire changed and back on the track before the green flag comes out. The flagman will wait for no one. If you are concerned that a tire may be flat, ask a track official on the track.

4-9 If you argue with a flagman you will be black-flagged, those drivers and pitmen that continue to argue with flagmen and track officials after a race may have to sit out a race.

4-10 You will be paid for an event in the order you finished or by the order you dropped out in the case of those that did not finish the race.

4-11 No adding helmets or tear offs on a yellow flag.

4-12 Cars refusing to pack the track will start tail end of your heats. If you are already tail end of your heat, you will not run the heat but will run the B-main starting at the rear. Track packing starts a 6:30pm.

4-13 For the race that gets rained out; anytime we get at least half the laps in the race will be called complete; however, any race less than half the laps in will start where we left off on the next race date or on Monday.

4-14 If you are confident someone is running an illegal motor, put up \$100 cash and we will pump it. If it is illegal, you get your \$100 back. However, if it is legal, the driver gets \$50 and \$50 will go to the point fund. NOSA and WISSOTA rules apply.

4-15 All people in the pit area must remain behind the pit fence. Only persons authorized by track officials will be allowed on the track.

4-16 All drivers must attend the pit meeting. All engines must be shut off during the pit meeting and for the National Anthem.

4-17 Any car not meeting safety standards specifications requirements as determined by the River Cities Speedway OFFICIALS is subject to automatic disqualification. Any rules or regulations not covered in this set of rules will be left to the jurisdiction of the track officials. (If it doesn't say it in the rules – don't do it!!!!)

Anyone detected in violation of these rules at anytime will forfeit entry fees, prize money and points for that race and may also lose all points accumulated to that time of the season. Track officials' decisions will be final.

SECTION 5 – FLAG PROCEDURES

5-1 The race has officially started when the first green flag has been given. If you spin out after the green flag drops before the first lap is completed you will go tail end. This pertains to all classes.

5-2 Checkered flag: The race has officially ended and all cars must pass underneath it to be scored on the last lap.

5-3 Yellow or red flag thrown on the last lap: In the event of a yellow or red flag after the lead car has received the white flag- the race will be RESTARTED. If a yellow or red comes out any time the leader has taken the checkered flag, the race is over. The leader will be declared the winner. The remainder of the field who have not taken the checkered flag will be scored in the order they had crossed the finish line at the last completed lap. Except for what cars caused the yellow or red or stopped will be scored tail end.

5-4 Red flag: Drivers are hereby instructed not to pass the scene of an accident or the path of the safety crew. Any driver passing the scene of an accident or the path of a safety crew will be sent to the pits for the remainder of that event. please stop in a safe manner to allow the safety crew access to an accident as

soon as possible.

No gear changing. If you dump fluids on the track you will be disqualified. Fluids to be added in the pit area only. No fuel added.

If you can enter the pit area without going past the red flag accident, proceed, otherwise ask the pit steward for permission to proceed. Failure to do so may cause you to be black-flagged. If you enter the pit area, you start at the rear. All work done on the track except fluids or tires. ONLY three pit crewmembers will be allowed to work on your car on the racing surface during a red flag. All drivers must be ready to race one minute from the time the race goes from red to yellow to get their position back. Otherwise the driver will be placed at tail end.

Sprints can change spacers on the track.

5-5 YELLOW FLAG: Proceed with caution, the track may not be clear, or a restart is needed. Continuing to race after you have seen a yellow may cause you to be sent tail end. Any driver causing a yellow flag anytime even in the first lap, except on a miss start - will be sent tail end. Any driver causing two yellow flags will be sent to the pits. Those cars that stop on yellow will go tail end on restart. Failure to do so will cause you to be sent to the pits.

5-6 YELLOW FLAG crossed with a red flag or a yellow flag with a red line: Proceed to the front straight away and stop. This is for a restart line up only. No working on cars. Wait for track officials to send you out single file to turn 3 and wait to proceed.

5-7 BLUE FLAG with yellow line through it: This is the move over flag. It is to make you aware that faster traffic is about to overtake you. You must either hold your position on the track or move to the outside.

5-8 DRIVER DISREGARD: If a driver ignores a yellow, red, blue or black flag he/she will be sent to the pits and may be suspended.

5-9 RESTART RULES: The purpose of the single file restart is to bring the field of cars back to full racing in a safe manner in the order they were racing prior to a yellow coming out. This will be accomplished in the following manner. All cars will stay in a single file until they have passed the cone on the front straightaway. As you approach the flag stand, the flagman will give the leader a green light. The leader must pickup the pace going into turn 4 and picking it up approaching the cone. When the leader has reached the cone, he may accelerate to full racing speed and each and every car behind him may do so also but cannot pass the car ahead of them until they have passed the cone. Not at any time will the leader slow down prior to the cone or he/she will be sent to tail end.

5-10 STOPPING on the track for safety stops: Stops for safety reasons only will be allowed on the racetrack. If track official stops you for a safety inspection, you will get your position back or you stop at a flagman for safety inspection you will get your position back. If a driver gets out to inspect his car after an accident he

should be allowed to, but as soon as the pit crew arrives, get back into the car and get ready to race. Sprints: we will stop you if we feel you have problems for an inspection by your pit crew. Removal of loose material is permitted. We will allow two pit crewmembers to remove loose material only. If the problems need repair, you will be told to take it to the pits.

5-11 IN THE CASE of restarts the flagman may red flag the cars on the front straightaway for line up positions only. No work will be done at this time.

5-12 There will be no adding of fuel during a race, to do so will cause you to be black-flagged. Put on enough fuel to run the race. If for some reason a flagman determines a fuel stop is necessary, he will red flag the race and only then will fuel be added. At no time will a driver determine when a fuel stop is needed. If we do stop a race for refueling, all motors will be shut off.

5-13 When the track has been cleared on a yellow or red flag the flagman will give the signal to start racing, you will have 3 minutes to start moving, if you are not moving in that time you will be told to take your car to the infield or pits. Failure to do so will cause you to be black-flagged.

5-14 Any driver ignoring any flag may be penalized by suspension of car, driver, and crew. Flagman and judge's decision are final.

5-15 Your car is considered entered for the race once it has appeared on the racing surface under your own power. Anyone re-entering the pits after that will start tail end, unless you ask an official about a safety issue.

SECTION 6 – POINT SYSTEM

6-1 Point System

Points will be awarded at all events on the following basis:

6-1.1 - General. In the Sprint class points will go with the number of the car. All other classes' points will go with the driver. The car/driver will receive the best point finish between the heat race or the consolation race event before entering the feature (One event only).

6-1.2 - Show Points.

Street Stocks, Midwest Modifieds, and Late Models:

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 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.

Sprint Cars will be awarded 10 points for entering the night.

6-1.3 - Heat races Position Points (All 4 classes)

1 st -10	6 th - 5
2 nd - 9	7 th - 4
3 rd -8	8 th - 3
4 th - 7	9 th - 2
5 th - 6	

(All other cars in the race receive 2 points).

6-1.4 - Consolation races

Position Points (Street Stocks, Midwest Modifieds and Late Models)

1 st - 5	4 th - 2
2 nd - 4	5 th - 2
3 rd - 3	

(All other cars in the race receive 2 points).

Sprint Cars- Points will be awarded to the cars after the top qualifying cars transfer to the A Main. At which time the points will be awarded as they were in the heat race. (See 6-1.3)

6-1.5 - Feature races

Position Points

1 st - 35	13 th - 22
2 nd - 33	14 th - 21
3 rd -32	15 th - 20
4 th - 31	16 th - 19
5 th - 30	17 th - 18
6 th - 29	18 th - 17
7 th - 28	19 th - 16
8 th - 27	20 th - 15
9 th - 26	21 st - 14
10 th - 25	22 nd - 13
11 th - 24	23 rd - 12
12 th - 23	24 th - 11

(All other cars in the race receive 11 points).

When a driver runs the heat race and the B-main, you will receive the highest point placing earned, not the total of both races.

Wissota/MDRA Point Average System will be used for Street Stocks, Midwest Modifieds, and Late Models. However, we will use straight up starts for Mid Season and Season Championship. High points will start in the front for the heat races.

THE TOP 3 IN EACH QUALIFYING EVENT AND THE TOP 5 IN THE FEATURE MUST SCALE. In Street Stocks, Midwest Modifieds, and Late Models any driver required to scale, immediately following the qualifying and/or feature events who:

- A. Does not go directly to the scales, or
- B. Avoids going to the scales, or
- C. Does not remain at the scales until scaled, or
- D. Does not meet the minimum weight for the class according to the scale at the racetrack for the event.

THEN: If in the heat race, shall be disqualified from the heat race and shall forfeit all points as well as all prize money for the heat race, but shall be allowed to start at the back of the last chance, consolation or feature race. If in the feature race, shall be disqualified and shall forfeit all points as well as all prize money for the feature race, but may still be subject to the claim rule, if applicable.

River Cities Streets

NOTICE: PLEASE NOTE THAT THIS CLASS IS REQUIRED TO COMPLY WITH ALL RIVER CITIES SPEEDWAY RULES. AS 2008 IS A TRANSITION YEAR, THE MDRA STREET STOCKS AT RCS WILL FOLLOW WISSOTA RULES.

1. ROLL CAGES:
 - 1.1 Main cage must be a minimum of 1.66 inch mild O.D., .095 wall mild steel tubing. Door bars as seen in diagram are mandatory and we strongly recommend that a fourth bar be added. Must consist of continuous hoops not less than 1 5/8 inch outside and have a wall thickness of .095.
 - 1.2 Must be frame mounted in at least 6 places. If rail bars are used they must be flush with body.
 - 1.3 Must consist of a configuration front and rear hoops connected tubing on the sides or side hoops in a manner deemed acceptable by the tech inspector. Driver's head must not protrude above cage with helmet on and strapped in driver's seat. Roll cage must be

securely mounted and braced.

1.4 Low carbon, mild steel tubing is recommended. Other materials are subject to prior approval. No brazing or soldering allowed. No iron pipe or square tubing is allowed.

1.5 Roll cages must have a 3/16 inspection hole in a non-critical area.

1.6 Side bars must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting into or out of the vehicle. The side bar must be welded to the front and rear of the roll cage members. No brazing or soldering allowed and they must be attached to the frame in at least four places.

2. BODIES

2.1 All cars must have a complete factory production stock (steel) body. No fiberglass - aluminum - lexon or plastic body parts allowed, except under Rule 2.9. No handmade body parts allowed. Filler pieces allowed on nose and tail sections only. Doors may be removed and replaced with sheet metal of the same thickness but must conform to the original body patching will be allowed on 1/4 panel based on the tech official's discretion and must conform to the original body. NO EXCESSIVE SHEET METAL.

2.2 Body must match frame, no intermarriage between manufacturers (GM to GM, etc.) External body must be stock and in stock location, no aftermarket bodies. Boxed in cockpits allowed. Internal panels may be removed for roll cage. Hood and trunk gussets may be removed. No cutting or modifications allowed on the outside of hood or trunk except for air cleaner (maximum height 4 inches).

2.3 Firewall and floorboards must remain stock and in stock location.

2.3.1 FULL FRAME CARS: Floorboards must run from driver's side to passenger side and cannot be cut off any further forward than the rear of the driver's seat.

2.3.2 UNI-BODY CARS: Floorboards must run from the firewall to the rear bumper. Trunk may be cut out for the fuel cell but no excessive cutting allowed. Front and rear frames must be tied together. NO cutting out of floorboards or firewall to tie frames together. It must be a neat, safe job. If your chassis does not pass TECH you will not be allowed to race.

2.4 Brake, throttle and steering column must be in stock location and remain stock. Steering column must be collapsible. Safety throttle pedals allowed.

2.5 No wedges - foils - rudders - wings or pieces may be added or built that are specifically designed to deflect, trap or form a wind

break of any nature. No rear spoiler, including Camaro's.

2.6 Driver's seat must remain in left side of car and the base of the seat mounted no further back than the rear of the front door. Seat must be securely fastened to frame or roll cage and must have headrest. Stock seats allowed; approved racing seats highly recommended.

2.7 No side window enclosure.

2.8 Must have screen or bars in front of driver; center windshield bar recommended.

2.9 After market nose piece and tail allowed. No wedges. NOTE: nose and tailpiece must match make of car and mounted in stock location. A tube bumper may be used inside the nose or tailpiece.

3. CHASSIS AND WHEELBASE

3.1 Any American made full frame car with a minimum wheelbase of 108 inches minimum allowed.

3.2 Any American made uni-body car with an original wheelbase of 108 inches minimum allowed with a ½ inch tolerance. Camaros and Novas allowed.

3.3 No maneuvering of wheelbase to meet minimum standards.

3.4 WEIGHT RULES: 3200 pounds minimum (car and driver after the race).

4. SUSPENSION - FRONT AND REAR FRAMES AND SUSPENSION

4.1 All front and rear suspensions must remain stock. All suspension parts must match frame. No altering of suspension allowed. No lightening or grinding of any suspension part allowed. Stock passenger spindles and hubs only. No steering quickeners allowed.

4.2 Must use stock type bumpers. Bumpers may be aluminum. No sharp edges allowed. Exception: Rule 2.9.

4.3 Any shock absorber may be used - as long as it mounts on the stock upper and lower mounts. No modification allowed on shock mounts and mounts must be in stock location. No tie rod end, heim end or aluminum shocks allowed. One shock per wheel; total four per car. No coil over shocks allowed.

4.4 Springs must be in the stock location and position and stock type spring hangers only. Any 4 1/2 inch minimum diameter spring allowed front and rear. No adjustable shims allowed on rear. No weight jacks allowed. No added traction devices allowed. Leaf spring must be stock or replacement must use original mounts and no adjustable or multi-holed shackles allowed, lowering blocks allowed on leaf spring cars only. Adjustable spacers allowed on the top of the front coil springs only.

4.5 No after market brake systems allowed. Steel components only.

Brakes must be operating on all 4 wheels and must lock up all 4 wheels.

5. TIRES AND WHEELS (As per the transition year, you will be allowed to run Goodyear Tires.)

5.1 Any 7-inch or 8-inch Goodyear racing tire only. There will be NO defacing or altering of manufacturers identification markings on the tire. You may not remove any letters, words or numbers that would identify the tire. Grooving or sipping of the right rear tire is not allowed.

5.2 Steel race or RV wheels only; up to 8 inches allowed (all 4 wheels).

5.3 No bead locks or screws.

5.4 Oversized lug nuts required with a minimum of ½ inch studs.

5.5 No wheel spacers or adapters.

6. DRIVE TRAIN

6.1 Automatic transmissions only with a stock functional torque converter. Must be able to stop and idle in gear; must have working reverse. Standard transmissions okay with the year model.

6.2 Stock rear-end, any car or 1/2 ton rear end allowed.

6.3 Locked rear-ends. Welded spiders or steel spool only. No floaters.

6.4 PROTEST for transmission will be \$50.00 in cash to a track official before the feature event; \$25.00 going to the track and \$25.00 going to the driver if legal. PENALTY for illegal transmission will be \$1,000.00 fine in cash and a 30-day suspension from all events.

7. ENGINES: No intermarriage of engines [G.M. for G.M., Ford for Ford, etc., only] No Pontiac, Oldsmobile, AMC or other engines allowed.

7.1 No aluminum or after market blocks allowed. No splayed or aftermarket main caps allowed. No turning a block that wasn't produced as a 4 bolt main into a 4 bolt main block. No grinding or polishing of any kind allowed to block. The two rear oil return holes in the lifter gallery can have the flashing ground out hole only.

7.2 All cars must be equipped with an engine with a stock stroke. No intermingling of crankshafts, rods or pistons to change stroke. Crankshaft and connecting rods must be O.E.M. to block with no lightening, grinding, knife edging or polishing of any type. No marine parts. Absolutely no stokers. Balancing is allowed. No after-market rods or crankshaft. No aftermarket harmonic balancers allowed. Stock balancers only. No modifications of any kind allowed. No 283, 307 or 327 balancers allowed on any engine other than a 283, 307 or small journal 327. Minimum size 283-307 and small journal 327 is 6- 1/8 by

$\frac{3}{4}$ inch thick. 305, 350 and large journal 327 minimum size is 6-3/4 by 1-3/16 inch thick. No fluid balancers. No hubs only- balancer must be two-piece. Floating wrist pins allowed.

7.3 The maximum engine over bore permitted will be .040 on the 360 Chrysler engine. On Chevrolet, Ford and 340 Chrysler, the maximum over bore permitted will be .060. Stock-type flat top or dished pistons only. Pistons must be below deck on all engines. 1. Chevrolet engines will be permitted a maximum displacement of 360.4 c.i.d. 2. Ford engines will be permitted a maximum displacement of 362 c.i.d. 3. 360 Chrysler engines will be permitted a maximum displacement of 367 c.i.d.

7.4 Distributors. Stock O.E.M distributors only. Billet distributors allowed. No multiple-spark boxes. No magnetos or dual point distributors allowed. Any coil used must fit in stock cap and must use stock coil cover. GM H.E.I. Distributor can be interchanged with Ford and Mopar engines.

7.5 Stock cast iron two or four barrel intake manifolds only. No aftermarket, marine, propane, throttle body or fuel injected manifolds. No coating, painting, grinding, port matching, polishing or acid porting work in the inside of the intake manifold. Center intake bolt holes may be drilled to match 1987-1995 Chevrolet heads.

7.6 Cylinder heads O.E.M. only; no angle milling allowed. 1. No angle plug, vortex or camelback heads or comparable camelback heads allowed on Chevrolet. Some of the casting numbers not allowed include: 186, 187, 414, 492, 461, 461X, 462, 432, 041, 040, 370, 10239906, 14011083, 14096217, 10125320, 10208890, 12554290. Also, no A.R.D. heads, no GT40 or magnum heads allowed. 2. No Bowtie, SVO, W2 or any other aftermarket heads allowed at any time. 3. No porting, polishing, grinding or port matching allowed at any time. Valve seats may be ground no further than $\frac{1}{4}$ inch below top of the seat. 4. Valve size must match head being used. No 2.02 intake valves on Chevrolet or Chrysler. No 1.6 exhaust valves. 5. Stock ratio rockers only, no fulcrum roller or roller-tipped rockers allowed. No stud girdles allowed. No guide plates allowed. Stamped steel rockers only. No modifications of any kind allowed on rockers. Valley pans allowed. 6. Valve springs must be the stock diameter for the cylinder head being used. 7. Engine must have stock rubber mounts or steel mounts and must be in stock location for the type of engine being used. Must be right (8) cylinder. 8. No titanium parts of any kind allowed.

7.7 Camshafts: Hydraulic camshafts and lifters only. No roller cams or roller lifters allowed. No mushroom or step lifters allowed. No machining permitted to install cam or lifters. Must be able to remove lifter from top of the lifter galley at any time. Bushing of lifter bores is not allowed. Lifters must be steel or iron and must be free to rotate. 2. Any timing chain allowed. No gear drives allowed. Valve timing

configuration and firing order must match engine used. Example: Chevy 18436572.

7.8 Stock cast iron exhaust manifolds allowed. No center-dump manifolds allowed on Chevrolet. Casting numbers also not allowed are 10168496, 10168494 and 12524289. Stock replacement exhaust manifolds allowed for cast iron stock manifolds currently allowed by rules. No other aftermarket or re-worked manifolds allowed. No headers allowed.

7.9 One (1) radiator only; must be in stock location. Aluminum radiator allowed.

7.10 No crank trigger ignitions allowed.

7.11 No vacuum pump/air pump allowed.

7.12 No bee hive-conical type valve springs allowed.

7.13 External cooling lines maximum of 2 lines from the back of the intake to enter into thermostat housing or spacer. No other external cooling lines allowed.

7.14 All engines are allowed to run a valve train oil deflector.

7.15 No coating, painting or any other work to inside of intake manifolds, heads and block lifter galley allowed.

7.16 Lifters must collapse a minimum of 100 thousands and be made of magnetic material.

7.17 No external oil pumps of any kind allowed.

8. ASPIRATION AND FUEL

8.1 Maximum carburetion will be limited to one stock Holley 500 CFM 2 barrel (part no. 4412) with a 1-11/16 throttle bore or any other stock 2 barrel carburetor with a maximum of 500 cfm. No grinding or polishing of any kind allowed. No milling or grinding of throttle shaft allowed. Shaft must stay round. Choke and air horn can be removed. Must have stock measurements.

8.2 Carburetor spacer _ maximum thickness 1-1/4 between the carburetor and intake manifold. No high performance adaptors allowed. Spacer opening must be perpendicular to the base of the carburetor.

8.2.1 Devices below carburetor designed to increase the flow of air are not permitted.

8.2.2 All air entering the engine will be required to enter through the top of the carburetor.

8.3 Fuel must be gasoline only. Ethanol enriched gasoline may be used 10% MAX. No alcohol, no nitrous oxide, nitro or nitrous devices allowed. No methane or no propolene oxide.

8.4 No electric fuel pumps. No belt driven fuel pumps.

9. ALUMINUM

No aluminum or (exotic metal) suspension-body or drive train parts allowed (except transmissions).

10. ENGINE PROTEST RULE REFER SECTION 4.

TRACK POLICY

1. CLAIM and/or injury information: When involved in an accident involving any injury to yourself, advise the racing officials immediately so the necessary reporting will be accomplished. No claims will be considered unless reported prior to leaving the Speedway property that day. Contact the competition director and give him a full report before you leave the Speedway. If physically unable, your pit crew must be responsible for this report.

2. WAIVERS: When such will not result in reduced safety or unfair advantage, the track owners, at their sole discretion, may waive all or any part of these rules.

3. CHANGES: The track management reserves the right at any time to add to, delete, modify, expand, restrict or otherwise change these rules. Changes may be in writing or oral, provided that if oral changes are made, drivers shall be notified of such changes at the pit meeting prior to races and such oral changes shall be reduced to writing and posted at the pit scale within seven (7) days.

4. QUALIFICATIONS of drivers: The track management shall be sole judge of the qualifications of the drivers. In judging driver's qualifications, track owners may consider the driver's experience, record or unsafe or reckless driving at this or other tracks, vehicle condition, the physical or mental condition of the driver and any other relevant factors.

5. AT THE CONCLUSION of a race event the results will be posted. You will have 10 minutes to review those results, at which time the driver may discuss any discrepancies with the track officials.

6. DRIVER protests, objections, complaints and suggestions: The driver input is important and valued. Track officials will be happy to listen to protests, objections, complaints and suggestions from the drivers only within 10 minutes of completion of your race.

7. UNRULY behavior will not be tolerated and the offending person(s) subject to ejection from the premises with forfeiture of the guest rights and privileges. Any disagreement over technical questions or operations will be resolved by the racing officials and management. When their decision is rendered, such decision is final and binding.

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 race track events and by participating in these events, all participants are deemed to have accepted these rules. No express or implied warranty of 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 other.

These rules have been reviewed and set by the race committee of the River Cities Speedway.

Race Driver Protocols

In case of an accident where the race is stopped and the ambulance is needed on the track. We need from you, the drivers a thumbs up sign, if you are okay. If it is not given or for some reason we feel that an assessment is needed we will come over and check you out.

Rollovers:

The driver will need to be out of the car prior to it being righted most of the time, however in certain situations the car may be righted first. Our assessment of you is based on our ability to talk to you and get a response back, and the presence of pain and injuries.

Injuries:

If you are injured to the degree that you will need medical treatment, you will be put into the ambulance and taken into the infield. Then decision will be made as to whether you will need to be taken to the hospital by ambulance or by private vehicle. If you are transported by ambulance one other person may go with you. If the injury is not life threatening we will transfer you into another ambulance in the pit area for transfer to Altru Hospital.

5/14/2008

River City Speedway Rules 2010

All Classes

1. If you do not make your heat please speak to Lon Kvasager, Wayne Anderson or Dan Grundyson. If you have a verifiable reason you can start in the last heat tail end.
2. All cars nose to tail only, original starts, heats and restarts or you will be scored 2 spots back at the end of the race. Jump starts, 2 spots back, 2nd time to the rear.
3. Close up all gaps or start in the rear.
4. After you pass the checkered flag you just make one slow down lap before going off on turn one (only turn one) or you will **be deducted 5 spots**.
5. Exit and enter the track only on the 1st and 4th corner. **No going over the top** to enter or leave the track. If you are at the rear for this race then you will be **scored 5 spots back at the end of the feature**.
6. If you have 2 wheels off the track you may pull the car back on – 4 wheels off and a yellow will be thrown. You must re-enter on the #4 corner or a black flag will be thrown.
7. The car on the outside on the top of the track has the right of way. The car below must turn down or back off. If you push the outside car off, you will be given a black flag.
8. Failure to follow instructions on original lineup and restarts will result in the car being scored back at the end of the race the same amount of spots by not starting in the correct position. **The second time you are told or signaled to move into your proper starting spot and you do not move, you will start at the rear.**
9. If you race on the incline of the berm you will be scored 2 spots back at the end of the race. (Example: the winner would be scored third). I will be watching and hope I do not get any names. If this doesn't work we will make a vertical cut one foot deep. We do not like to do this as it wrecks cars.
10. No line on the track is sacred to any one car.
11. Rough driving. If you shake someone loose by tapping on the rear or any other means to pass them, you will be scored back the spot gained at the end of the race. We realize there are accidents and take that into consideration. For intentional or reckless driving you will be scored 1 to 5 spots back. The black flag will be used if necessary.
12. There will be no bumping or competitors' cars after the race, physical force or paybacks. The penalty will be no monies or points for the night. The 2nd offense will be a \$250.00 fine.
13. If you go off the track for a tire change, don't waste time wondering if you can do it. Get it done. **Heat tire change:** we will not wait. Notify Dan G. or an official if he is not available right away and he/they will call Lon or Wayne to see if the car can come back on. You must have approval to go back on the track and only if it is before the restart will it be allowed. All cars that have been in the pits must then restart at the back. **Feature tire change** or repairs: if you are in an accident you have 3 minutes to complete the work. The same rules as the heat apply, if it is not you yellow. As soon as you go in for anything get an official with a radio for a ruling. If you run the rope whether it is up or down, you will forfeit all monies and points for the night.
14. **SPRINTS:** Points will go with the driver. In case a driver is injured or other hardships (wedding etc.) a substitute driver may be used and points will be awarded for this race if approved by RCS **prior to the start of the event. If the driver competed at another tract the points will be deducted for the night, whenever RCS would be made aware of it.**
15. **NO ONE CAN USE THEIR 4-WHEELERS OR ANY MOTORIZED VEHICLE EXCEPT TO RESPOND TO AN OPEN RED FLAG WHEN THE ROPE IS DOWN. THE 4-WHELLER MAY ONLY GO TO THE TOP OF THE TRACK TO FACILITATE SERVICING.**
16. The East and West observation Towers are off limits to all people except RCS Officials & Press – All others will be fined \$100.00 for first offense; 2nd offense - \$200.00; 3rd - \$300.00 + 2 week suspension.