



2024 MODIFIED RULES

PLEASE NOTE. It is the driver's responsibility to look over and/or upgrade all personal safety equipment: a full containment seat, a head and neck restraint, a fuel cell with all of the proper check valves in place, a new fire suit including proper undergarments, gloves, socks and shoes that all meet the highest of safety ratings. It is highly recommended that all safety equipment meets the Snell 2015 rating and be SFI/I approved. Put Safety First.

All tires will be purchased from Kalamazoo Speedway on race day and will be impounded.

The General Rules applicable to all classes and drivers follow at the end of the class specific rules.



A. SAFETY REQUIREMENTS.

1. Snell-rated SA2010 or newer helmet.
2. Roll bar padding in driver's compartment; fire retardant is highly recommended.
3. SFI full fire suit, gloves and shoes. Fire retardant neck brace. A fire retardant head sock and underwear are highly recommended. Head and neck restraints and a collapsible steering shaft are highly recommended.
4. A driver side window net must be mounted so that the latch is at the top front of window.
5. A minimum three-inch-wide, five-point safety belt assembly must be mounted securely to the roll cage. The assembly must be less than three years old and not exceed the manufacturer expiration date.
6. Fully operational fire extinguisher or a fire bottle system required. A separate heat activated fire bottle on the fuel cell is highly recommended.
7. Kill switch within easy reach of the driver and must be clearly marked 'OFF' and 'ON.'
8. There must be a full shut off valve at the fuel tank.
9. Aluminum high back seat only, securely bolted, inside the left OEM frame and ahead of the rear tires. Bottom of seat can be no lower than bottom of frame. NASCAR style right/left head and shoulder supports and leg restraints are highly recommended.
10. Driver must be sealed off from track, driveline, engine, fuel cell, battery and pumps.
11. Roll cage must consist of continuous hoops, minimum 1.75" O.D. tubing, with a minimum wall thickness of .095" for the main cage.
12. Roll cage frame must be mounted in at least 6 places; low carbon or mild steel recommended.
13. Roll cage must consist of a configuration of front, rear and top hoops connected by tubing on the sides or side hoops.
14. Driver's head must not protrude outside of the roll cage with helmet on.
15. Roll cage must be securely supported and braced with minimum 1 cross bar in top halo.
16. Foot protection bar(s) are required. Main cage may not be further forward than the rear of the engine.
17. All bars forward of the cage must be lower than the hood.
18. "X" OR "Z" bar behind the driver's head is highly recommended.
19. All driver side door bars and uprights must be a minimum 1.75" and .095" wall thickness.
20. Minimum 4 driver side door bars, parallel to the ground and perpendicular to the driver, and welded to the front and rear roll cage.

21. Passenger side must have at least 1 cross door bar, horizontal or angled, and 1 top door bar, minimum 1.5" O.D.
22. Steel door plate, 16 gauge (.065") minimum thickness, must be securely welded to the outside of the driver side door bars and cover the area from top door bar to bottom door bar and from rear hoop down post to front cage down post.

B. TIRES. Hoosier F70 tires only. Tire soaking and/or any other types of tire tampering is prohibited.

C. WHEELS.

1. 8" steel wheels only, measured from inside of the bead to inside of the bead.
2. No screws or rim mounted bleeder valves.
3. Steel and aluminum wheel spacers are allowed.

D. WEIGHT.

1. Minimum weight limit of 2,450 pounds with 1,000 pounds right side (no tolerance) before the race with driver and helmet in the car sitting in a normal driving position.
2. B. Weights must be securely mounted with at least two (2) half inch bolts to frame or roll cage and painted white with car number on it.
3. No weight outside of the body.
4. No titanium, carbon fiber, or exotic materials used on race car.
5. No gun-drilled, tubular, hollow bolts/studs. Steel fasteners only.

E. BRAKES.

1. Must be steel OEM type single piston only and operative on all 4 wheels.
2. Must maintain minimum OEM dimensions for hub/rotor and calipers.
3. Bolt pattern may be changed.
4. Larger studs allowed.
5. No hat style front rotors.
6. Rear rotors may be aftermarket: minimum .810-inch-thick, vented rotors only.
7. No scalloped or drilled rotors.

F. FRAME.

1. Steel OEM perimeter American made rear wheel drive passenger car frame only. (Reproduction 68-72 Chevelle frames are approved.)
2. No sports car frames allowed. (Howe fabricated Impala [35809] and Chevelle [35810] clips are approved and must fit track owned templates provided by Howe Racing.)
3. Ford style strut front suspension of any kind is permitted; add 50 lbs.
4. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides. Exceptions:
 - a. Weight jack located in the original centerline of the spring tower.
 - b. Frame may be cut a maximum 36" forward from center of rear housing.
 - c. Horns may be removed in front of steering box.
 - d. Front cross-member may be notched and boxed for radiator and/or steering clearance.
 - e. 7-10" maximum opening on side of spring tower for spring removal.
 - f. OEM upper A-frame mounts may be replaced with aftermarket mounts.
 - g. Maximum 4" x 4" tall frame stiffener may be welded directly to outside of left OEM frame rail.
 - h. Left side OEM frame rail may be notched within the cockpit for safety and foot clearance.
 - i. Right side frame rail must have top and bottom of the frame; no lightening of frame rail.
 - j. Seat must be mounted between stock frame rails.

- k. Wheelbase will be between 108" and 112" on both sides.
- l. Maximum overall track width, front and rear, shall not exceed 78" from outside of tire, to outside of tire measured at spindle pin height.

G. SHOCKS.

1. One shock per wheel.
2. No external canister shocks; Schrader valves permitted.
3. Single adjustable shocks permitted.
4. No double adjustable shocks or blow off shafts.
5. Bump springs and bump stops are allowed.
6. All shocks must be easily removed and uncovered.
7. No coil-overs allowed on front but may be used on the rear shocks.
8. One additional shock allowed in the lift/pull-bar area.

H. SPRINGS.

1. Steel coil and leaf springs allowed.
2. Coil springs must be at least 4.5" O.D. and made of spring steel; no exotic spring materials.
3. No torsion bars or air bags; pull bar and bump springs may utilize smaller O.D. springs.

I. FRONT SUSPENSION AND STEERING.

1. All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts. Exceptions:
 - a. Tube type upper "A" frames with or without aluminum or steel cross shaft.
 - b. Upper control arm mounts can be moved.
 - c. Stamped steel OEM replacement lower "A" frames.
 - d. Rubber, nylon or steel lower "A" frame bushings; no offset bushings.
 - e. Welded or bolted shock mounts on lower "A" frames.
 - f. Lower "A" frames must be right and left specific.
 - g. Same make/model for both sides.
 - h. Measure the same both left/right.
 - i. Lower "A" frame mounts and bolt holes on frame must be in OEM location.
 - j. OEM or aftermarket steel ball-joints allowed.
 - k. Sway bar must be OEM type, no spline style bars.
 - l. Two-piece steel hub and rotor may be used; no aluminum hubs.
2. All spindles must have a min of 3/16" stainless cable or NASCAR type tethers attaching to the hoop of the car.
3. No rack and pinion steering.
4. All steering components must be steel, OEM type and in OEM location. Exceptions:
 - a. Tie rod ends, and adjuster sleeves may be replaced by a minimum .625" steel rod ends and steel tubes.
 - b. OEM spindles can be reamed for ball joints and modified to accept heim style outer tie rod ends (may be modified for caliper mounting purposes only; bolt on or weld on spindle savers allowed).
 - c. Spindles arms must be the same length on both sides as measured from the center of the ball-joint pin to the center of the tie rod end.
 - d. Passenger car drop spindles allowed (must be identical drop on both sides; OEM passenger car spindles only; no made for racing or fabricated spindles).
 - e. Spindles must be right/left, the same height and of the same make/model (i.e., Pinto, Metric, Chevelle)
 - f. Steel steering shafts and knuckles only; steering quickener, steering wheel and quick release may be aluminum.
 - g. Driver compartment steering may be modified but must be kept on the left side.
 - h. Center-link must be steel and can be OEM, aftermarket or made for racing.

J. REAR SUSPENSION.

1. No independent rear suspension.
2. All components must be steel; aluminum hex tubes permissible.
3. Rear of frame may be altered to accept leaf or coil springs.
4. Steel coil-over eliminators, and steel or aluminum (5") coil-over kits, are allowed on the rear only and must conform to shock and spring rules.

K. REAR END.

1. Any steel approved OEM passenger car or truck rear end allowed.
2. Closed, steel tube Quick changes allowed.
3. Floating steel safety hubs are mandatory.
4. Axles must be made of steel.
5. No cambered rear ends
6. One-piece drive flange only
7. All components must be steel with the exception of lowering blocks, axle caps, rotor plates, drive flanges and the third link bracket (e.g., Sweet style)
8. No covers allowed on the rear of the body.
9. All cars running a birdcage type rear suspension must have a 1/16" steel plate or 1/8" alum plate behind the seat. The plate must attach from the top bar to bottom, and from the left side to right at least 3" past the seat.

L. FUEL SYSTEM AND FUEL.

1. Mechanical or belt driven pump only and must be mounted on front of motor.
2. Racing fuel cell required with a 22-gallon maximum capacity, square or rectangle in shape (no tear drop, wedge, or exotic F-I type fuel cells allowed).
3. Fuel cell must be in a minimum 22-gauge steel container.
4. Fuel cell must be securely mounted behind the rear axles and between the rear tires.
5. Fuel cell shall be mounted between frame rails and maintain a minimum 6" of ground clearance.
6. Fuel cell must be mounted with a minimum of 2 solid steel straps around the entire cell, 2" wide and .125" thick or equivalent.
7. All fuel cell mounts must be steel and securely welded or bolted to the frame.
8. Fuel cell guard must cover rear of cell and extend past both ends of the cell.
9. Fuel cell guard must extend below the bottom of the fuel cell.
10. Vents and lids must have check valves.
11. Fuel line pickup must be on top of cell.
12. Racing gasoline or alcohol allowed; E85 is permissible; cars that run alcohol must have an "A" on both outer sides of sail panels.

M. BATTERY / STARTER.

1. One 12/16-volt battery, must be securely mounted between frame rails, behind crossmember, in front of rear end and outside of driver cockpit with positive terminal covered.
2. Car must have the capacity of starting without being pushed or pulled.

N. GAUGES/ELECTRONICS.

1. No electronic monitoring computer devices capable of storing or transmitting information. Exceptions:
 - a. Analog tachometer.
 - b. Lap timers allowed during practice only.

2. No adjustable ignition control boxes (excluding digital MSD rev limiter adjustment.)
3. One 12/16-volt ignition box allowed; no additional ignition accessories allowed.
4. No magnetos.
5. No traction control devices.

O. TRANSMISSION.

1. Must have at least two forward gears, one reverse and a neutral position.
2. With engine running and car in still position, must be able to engage car in gear and move forward, then backward.
3. OEM production type or approved aftermarket transmissions (i.e., Bert, Brinn, Falcon) allowed.
4. 2-speed, 3-speed, 4-speed and automatic are permissible; no 5-speed or more transmissions.
5. No 'in and out' boxes allowed.
6. Standard clutch type transmissions must have a blow-proof bellhousing (steel or aluminum).
7. Automatic transmissions must have an approved scatter shield.

P. DRIVE SHAFT.

1. Minimum 2.0" diameter steel drive shaft, painted white.
2. Steel slip-yokes only.
3. 360-degree drive shaft loop constructed of at least .25 inch by 2-inch steel or equivalent, mounted 6" back from front U-joint.

Q. ENGINE COMPARTMENT.

1. Rear of engine must be mounted at least 72" forward from centerline of rear axle.
2. Engine offset must be kept within 2" of centerline of front cross member with engine level.
3. 11" crank height.
4. Radiator must be mounted in front of engine.
5. Cooling system may be modified as needed.
6. No antifreeze allowed. Environmentally friendly coolant or lubricant, such as Water Wetter is permissible.

R. ENGINE.

1. Any American make cast iron block engine allowed.
2. No machine work to the outside of the block (e.g., lightening).
3. Wet sump oiling system only.
4. Single stage external pump permissible if oil remains in the pan; no external tanks.
5. One naturally aspirated two- or four-barrel carburetor only; no fuel injection.
6. LS motors no coil packs, must have distributor.

S. BUMPERS.

1. Steel bumpers must always be on front and rear.
 - a. Welded or bolted securely to the frame.
 - b. Must be a minimum 1.25" O.D. tubing, .065" wall thickness.
 - c. Aluminum I-Beam rear bumper is allowed.
2. Two bar front bumper must be mounted frame end to frame end, no wider than width of OEM frame horns.
3. Bottom loop must be parallel to the ground. Top bar must be directly above bottom bar, minimum 6.5" apart, measured center to center.
4. No sharp edges.
5. Rear bumper must have rounded nerf bars that follow quarter panel and connect back to frame on both sides.
6. Bumper must be same width of quarter panels.

T. BODY.

1. ROOF

- a. An aluminum roof is permissible when it meets the specs for a fiberglass roof.
- b. Roof rake measured from level placed at middle (front/rear) of roof:
 - i. Minimum of 3" and maximum of 5" at the front.
 - ii. Minimum of 1.5" and maximum of 2" at the rear.
 - iii. All parts of the front and rear edges of the roof must fall between the maximum and minimum rake dimensions.
- c. Roof must mount within 1/2" to the top of the cage and still meet roof rules (diagram page 7).
- d. Roofs must be fiberglass or aluminum (no carbon fiber), full size, rounded and stock appearing (no flat roofs).

2. INTERIOR

- a. It is highly recommended that you keep the interior open in the cockpit around the driver in case of emergency.
- b. The body must be same width, front to rear and parallel to the OEM frame.
- c. Engine compartment must remain open on both sides.
- d. Hood must be enclosed at rear.
- e. No panel in front of the right door to engine compartment.
- f. No inner panels.
- g. Roof must attach to decking with A, B and C pillars.
- h. Driver and passenger side windows must have at least 12" X 18" opening (height and width), measured at the center of the window, between the lowest points at top of window, whether roof or roll cage, and the highest point at bottom of window, whether interior or body.
- i. No full windshields allowed.
- j. Must have a minimum 3 windshield bars in front of the driver.
- k. Lexan or aluminum cowl panel in front of the driver can be no wider than the cockpit and no farther back than the steering wheel
- l. Minimum .125" aluminum, or 22 (.035") gauge steel, complete floor pan required.

3. SPOILER

- a. 4" x 66" maximum spoiler; Lexan is recommended.
- b. Must be 45° to deck lid.
- c. Spoiler must be solid.
- d. Braces may support from rear. No verticals of any kind allowed.

4. SAIL PANELS

- a. Must not be wider than the body and in a single stock appearing plane that angle inward to the roof.
- b. No fins or lips on body; however, running a lip of 3/4" x 3/4" on sail panel for strength is permissible.
- c. May use Lexan in sail panels.
- d. Quarter panels and B/C pillars must be 2 distinct pieces.

5. NOSES

- a. Plastic noses are allowed if they meet body dimensions outlined below.
- b. All cars must run a full upper and lower nose.
- c. Noses will be allowed a maximum 3" front lower valance/splitter around the bottom of the nose.
- d. Aluminum noses are allowed vertical sides with a maximum lip width of 1.5"
- e. No Lips/Vertical Aero devices on front lower splitter.

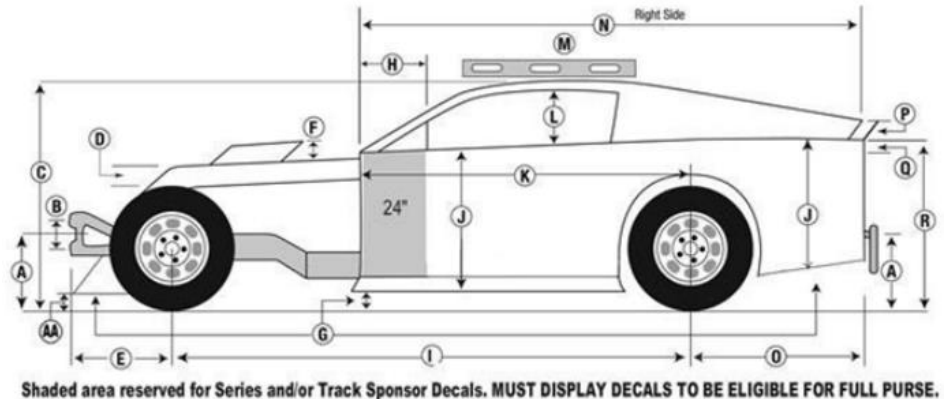
6. BODY MISC

- a. No plastic body parts other than approved noses or hood scoops.
- b. No wings or aerodynamic devices or lips inside or outside car.

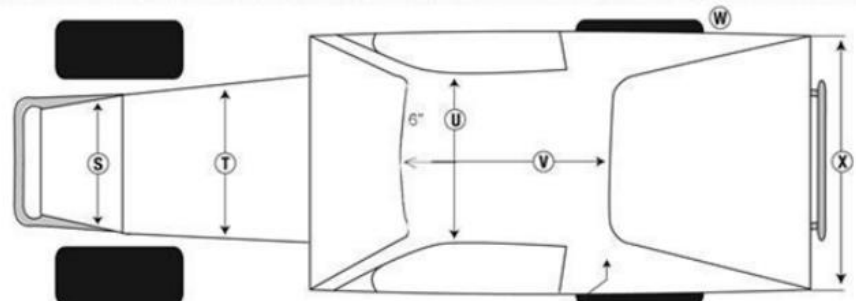
- c. Outside of tires must be the widest part of car.
- d. Oil coolers/radiator must not protrude above interior or outside of body.
- e. No lower body pan or sealing off any part of the underneath chassis to the track.

7. BODY DIMENSIONS.

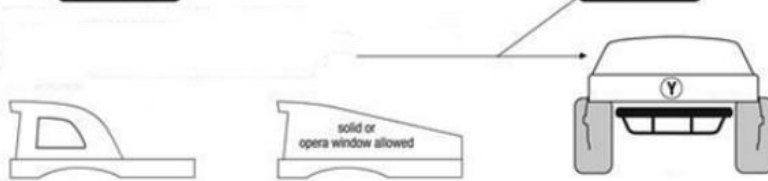
- a. Ground to center of:
 - i. front bumper: 20" maximum – 16" minimum.
 - ii. rear bumper: 18" maximum – 12" minimum.
- b. 6.5" minimum (center to center).



- c. 46" maximum – 42" minimum.
- d. 6" maximum hood sides – 3" maximum rake in hood
- e. 36" maximum dimension applies to bumper and nose length and includes 3" splitter.
- f. 6" maximum. (Scoop/Deflector)



- g. Side skirts can hang no lower than the bottom plane of the frame; bottom of quarters must be 8" from ground.
- h. 9" maximum (same both sides).
- i. 112" maximum – 108" minimum.
- j. 29" maximum – 22" minimum.
- k. 72" maximum or not past back of block, right side. Left side may extend forward to cover foot box if necessary.



- l. 18" maximum – 12" minimum opening, both sides.
- m. With a 6' level centered on the roof front/rear middle point:
 - i. 1.5" minimum and 2" maximum of gradual clearance at the rear edge of the roof.
 - ii. 3" minimum and 5" maximum at the front edge of the roof.
 - iii. This rake of the roof may be measured at any side-to-side point.
- n. 117" maximum – 106" minimum.
- o. 45" maximum – 34" minimum.
- p. 3" maximum height at rear of sail panel with a gradual slope from the roof to this point.
- q. Interior rake is 6" maximum front to rear and flat across.
 - i. Note: If flat at front half of interior, 50% of the 6" or so from behind the driver to the rear, only 3" of available slope remains.
 - ii. Top of interior must be flush with the top of doors and quarter panels.
 - iii. Interior rake measurement will be the difference in height between the top, front edge of the door and the highest point of the rear quarter panel.

- R. 38" maximum – 28" minimum.
- S. 38" maximum – 24" minimum.
- T. 66" maximum – 24" minimum, no narrower than radiator.
- U. 52" maximum – 44" minimum.
- V. 56" maximum – 41" minimum.
- W. Tires must be the widest part of the car; sidewall of tire from front, top, and rear must be visible.
- X. 66" maximum – 53" minimum.
- Y. Rear panel must be solid 8" panel; 90 degrees to the ground, attached to the deck, extend to the quarter panels, and be fastened securely.

U. EXHAUST

Mufflers are required.

- V. PROHIBITED PRACTICES.** No mirrors of any kind. No radios of any kind. Track officials have the option to confiscate and switch out a driver's MSD Box with a new one. Any driver refusing to trade their MSD Box will forfeit all points and earnings for the event.

Please send tech questions or concerns to gary@kalamazospeedway.com.



All drivers are responsible for knowing the General Rules for racing at Kalamazoo Speedway.



GENERAL RULES

A. SAFETY

1. It is the driver's responsibility to look over and upgrade all personal safety equipment: a full containment seat, a head and neck restraint, a fuel cell with all of the proper check valves in place, an up-to-date fire suit including proper undergarments, gloves, socks and shoes that are SFI/I approved and Snell 2015 rated are highly recommended. All cars will be equipped with a minimum 5-point seat belt harness with 3" wide belts. All belts should be properly mounted and should be no older than 3 years.
2. A taut driver's side window net with quick release is required.
3. Driver must be able to enter/exit both doors through window openings.
4. Rear windows must be completely see-through (no decals or lettering).
5. An approved headrest will be located directly behind the driver's head with the driver normally seated.
6. All roll bars near the driver must be well padded.
7. All foot boxes and firewalls (if applicable) must be steel; a minimum 22 gauge is recommended.
8. All cars will have jack stands in use when anyone is working under a car.

B. RACE RULES

1. Noise Abatement. There is a 100 decibel noise limit on all cars. NO EXCEPTIONS. All cars in all classes will have working mufflers.

2. RACEceivers. Mandatory any time a car is on the track. Failure to have a working RACEceiver may result in the driver being black flagged from that event.
3. Transponders. It is the driver or crew's responsibility to pick up and properly secure the transponder (in a protective mounting pouch) to the car. Cars entering the track without a transponder will be black flagged and will not be allowed back on the track until the transponder is in place. Transponders must be mounted a) on the rear end of the car, b) opposite where the exhaust exits, c) in a vertical position; and, d) with the opening flap to the top. There can be no metal or suspension parts directly below the transponder.
4. Radios/Electronic Communication Devices. No electronic communication devices are permitted in the car or anywhere on the driver. Penalties for this infraction will be a loss of pay and points for the event.
5. Traction Control. Traction control devices are illegal at Kalamazoo Speedway. Penalties for this infraction will be loss of earned payout for the event, loss of all points accumulated for the season, and up to a one-year suspension from participating at the track.
6. Tire Soaking/Tampering. No tire soaking materials of any kind are allowed on Speedway property.
7. Specifications.
 - a) All fuel cells in all classes will be 8" off the ground or be 100% above the frame rails. There are no exceptions. All fuel cell caps shall have the car's number on them.
 - b) No mirrors of any kind.
 - c) Lead ballast will be painted white with the car number on each piece. No cement, mercury, or liquid style weight is allowed. All weight will be securely bolted to the car.
 - d) Drive shaft hoop required on the forward half of the drive shaft. Drive shaft must be painted either silver or white.
 - e) All cars must be equipped with a working starter.
 - f) The battery must be located behind the driver's seat and be securely mounted and covered.
 - g) No clip-on wheel weights of any kind; all wheel weights must be removed.
 - h) Any rub rail will have all sharp edges removed or mitered back and will be attached with smooth fastener heads.
 - i) No antifreeze in radiators. Environmentally friendly coolant or lubricant, such as Water Wetter is allowed.
8. Entering the Track. Cars in the infield may only enter the track from the front stretch as directed by the pit steward.
9. Changes Impacting Tech. Drivers are responsible for notifying the head tech official immediately if something is changed on the car that would put the car in a different weight category. Drivers caught under this scenario in any type of post-race tech, may lose earnings and points for the entire event. This same penalty applies to anyone changing something on their car after going through tech (carbs, raising spoiler height, etc.).
10. Qualifying.
 - a) The Speedway uses group qualifying for all weekly classes. From time to time, single car qualifying may be employed; this will be noted on the event schedule.
 - b) Any driver may only qualify one car per class. No car will be qualified by more than one driver in any class. A completed qualifying session for any driver is when the driver takes the green flag and completes one qualifying lap. After this point, the driver is eligible to make a driver/car change per the rules, but cannot jump in another car to requalify for that event.
11. Drivers/Cars Not Qualifying. Generally, if any driver/car does not qualify they will start at the tail of the feature, unless there are enough cars for a last chance race; then the driver would start at the tail of the last chance. The driver will start on the tail of the fastest heat when heat races are on the schedule. Break out times for drivers not qualifying will be set to match the break out time of the fastest car in the applicable race. When a driver's time exceeds their break out time in a heat race the time will be reset according to the break out time rules. Final placement in a race for non-qualifiers; however, will be at the sole discretion of the promoter.
12. Driver and Car Changes.
 - a) Whoever drives the first lap of any qualifying session is the registered driver of that car for the entire event. The correct driver, correct car number, car owner and the correct class must be provided at the time a transponder is picked up. If a driver misses their qualifying session and is starting scratch at the tail of a heat or feature race, that driver will be the registered driver. A driver change may be made

- by first notifying officials (in person) in the infield scoring tower; however, switching driving duties back and forth is not permitted.
- b) Driver and car changes are permitted only prior to the official start of a race. The official start of a race is when the field enters the track and goes on the front stretch. When determining the official start, one lap does not have to be completed. However, scoring for position does not begin until one green flag lap has been completed. All cars' engines must fire and run under their own power out of the make ready chute and enter, still under their own power, the upper pits or the infield from the backstretch in order to receive start money and points. After that point, no change of drivers is permitted.
 - c) Any drivers making a change will go to the tail of the field in the lesser race for which the driver/car combination is qualified (e.g., if the driver is qualified for the A Feature and the car is qualified for the Last Chance, the car with the new driver will start tail of the Last Chance). Points earned will be awarded to the driver starting the race.
 - d) Failure to notify officials of a change in driver will result in the driver of record for the car (the driver whose name is associated with the transponder for the car) and the substitute driver (when the driver is also competing in any other race during the night) losing all pay and points for the night. Both drivers will be suspended for the next night in which the class or classes are scheduled to race. If races are called off for the night when the suspension is scheduled to be served, the suspension will be served at the next night when the class or classes are scheduled to race. Should the rule be broken at the end of the season, the suspension will be served the following season.
13. Feature Length. The number of laps for each race event is listed on a published event schedule. The schedule is subject to change based on racing conditions and features, at the discretion of the track promoter, may be shortened by 5 laps if there are less than 12 cars in a feature.
 14. Setting the Field. Line-ups for heat races, last chance races and features are set based on qualifying times. Heat races are fully inverted. Features for the FWD-Outlaws and FWD-DOTs are fully inverted. Features, including last chance races, for the rear wheel drives are fully inverted when there are 13 cars or less in a feature. When there are 14 or more cars, the inversion is determined by a roll of 1 or 2 dice plus a number identified in advance.
 15. Line-Ups. If a driver refuses the official's order to take a certain position on the track (i.e., go to the tail of the field, drop back in the field, etc.), resulting in a delay of the race, s/he may be black flagged. If the actions by the driver continue to be inappropriate as seen by the race officials, that driver may lose their points and earnings for that event, as well as face a possible suspension from future racing events. If a driver fails to follow instructions to advance in the line-up following a caution, the race will return to green with the driver in the more rearward position.
 16. Initial Lap of a Race.
 - a) To reduce reckless driving on the first lap of a race, if there is an obvious car/driver(s) that is the cause of the yellow flag, that car/driver(s) may be sent to the rear of the field.
 - b) On a yellow or red flag that happens at the start of a race, any car(s) that enter the pits will go to the tail of the field, even though a full lap has not been completed. On a red flag, a driver may exit their car to check their car over; adjustments are limited to those made by the driver without any tools or assistance from anyone in the infield. The driver must be back in their car ready to go when the yellow flag comes out. Violation will result in the car being placed at the tail of the field.
 17. Accidents During a Race. If a car is involved in an accident and can no longer keep going and no extenuating circumstances exist such as smoke or fire in the cockpit, the driver must not loosen any personal safety equipment or exit the vehicle until directed to do so by safety personnel or a track official. Under no circumstance will a driver get out of their car to run down on the track to send hand gestures, chase or throw anything at another car or person.
 18. Personnel Restrictions on the Track. At no time shall any non-competing member, crew member, owner or other person associated with a race car be permitted on the racing surface following the start of a race and prior to the completion of a race without the express permission of a track official. Violation may result in the car being placed at the rear of the field or disqualification. This rule is in place for crew members' safety. During a red flag or lengthy caution period, one crew member may be allowed on the track at the sole discretion of track officials.
 19. Restarts.

- a) For any lineups during the race, officials will line up cars based on the computer scoring of the cars from the most recent completed lap, unless any obvious exceptions occur (transponder didn't pick up, etc.). The car(s) causing the caution flag will be put to the tail. On the last lap and ONLY for the victory, officials will use all necessary means (scoring system, videos, photos, etc.) to determine the winner.
 - b) There is a start/restart box located in turn 4. On any start/double file restart the front row cars must be side by side when they get to the box. At that time the leader (control car) may decide to start at any time before the end of the box. If the leader gets to the end of the box and has not accelerated, the flagman will throw the green at that time. The same rules apply to single file starts, with the obvious exception being that the top two cars will not be side by side. If a driver fails to adhere to the start box rules they may be placed at the tail of the field.
 - c) For specifically designated events, restarts will be double file. The leader will choose their lane and the second place car will fill the other position on the front row. Starting with 3rd place on back odd numbered positions will line up on the inside and even numbered positions will line up on the outside. In the event there is a car being sent to the tail, a lucky dog and a car coming out of the pits, they will be lined up in that order. All cars on the lead lap will restart ahead of all lapped cars, provided they are on the track when the double up is called for by the race director. Lapped cars will line up behind the lead lap cars in the order they were running on the racetrack at the time of the caution, not necessarily in the order they were running in the race.
 - d) Madhouse restarts may be used from time to time. After a caution, the field will line up single file. Once the field is set, officials will radio all drivers alerting them to choose their lane. Once the field is on the approach to the finish line, starting with the first car in line and then following in order, each driver must choose either the inside lane or outside lane. If a driver knocks over the cone, the driver will be moved behind the last lead lap car in the longest line for the restart. After selecting a lane and moving past the cone, pull up next to the first car without a car to its left (or right). Drivers must stay in that row for the restart or be penalized a lap. In the event there is a caution before a full lap is completed on the restart, drivers will be lined up single file in the order they were on the last completed lap and try it again. If a driver is not on the lead lap, the driver will restart at the tail of the longest line, not doing so will result in a one lap penalty.
20. Lucky Dog Free Pass. The Lucky Dog Free Pass (Pass) will be used for races set at 75 laps or more only. The top running eligible lapped car at each caution will receive the Pass. A car is not eligible to receive the Lucky Dog Free Pass when, in judgment of the officials:
- a) The car caused the caution;
 - b) The car was in the pit area when the caution came out; or,
 - c) The car has been penalized with a discretionary call. In the case of a discretionary penalty, it will be made known to the competitor, at the time the discretionary penalty is imposed, that the car will not be eligible to receive the Pass to make up the penalized lap(s). Transferring the Pass will only occur when the first eligible car becomes ineligible to receive the Pass because of a discretionary penalty, because the car pitted under the caution or because the first eligible car is not in competition at the time the yellow flag is displayed. Then the Pass will be transferred to the next eligible car. There will not be a lucky dog on a false start.
- In the event there is a caution car, a car coming out of the pits and a Pass car, they will be lined up in that order.
21. Break Out Rule. Each driver has a break out time. The break out time is the driver's qualifying time less 0.250 of a second. If during any race a driver runs two laps under their break out time, the driver will be black flagged. If this occurs in a heat race, the driver is disqualified; the driver's breakout time for the feature will be reset to that of the fastest qualifier in the applicable feature. A driver will never be moved into the inversion. If a breakout violation happens in a feature or last chance race, the driver is disqualified. Drivers choosing to start at the tail of the race, are not exempt from breaking out.
22. Time Limits. Every race (with the exception of the main event for the program) will have a time limit of one minute per lap; however, no race will be called official before reaching the halfway point. If a race has reached its time limit and half of the race or more has been completed the next caution will end the race. Final scoring will revert back to the last completed lap with the caution car(s) being moved to the tail of their lap. If the caution is out when the time limit is reached and half of the race or more has been completed

then there will be one more attempt to complete the race; the next caution will end the race if it comes before the scheduled distance. A race will not end as a result of a caution for a false start.

23. Program Cancellations. In the event that weather or some other factor causes the program to be cancelled the following apply.
 - a) Any race underway will be considered complete and official if it has reached the halfway point.
 - b) Points will be given for all completed events. For example, if qualifying was complete, 2 classes had run their heats and the third class had run one of their two heats then complete points would be given for qualifying and the heat race points for the classes that completed their heat races. Heat points would not be given for the class that only completed one of their two heats.
 - c) The pit pass wrist band is the raincheck.
24. Caution Following Checkered. In the event that one or more cars cross the finish line and receive the checkered flag and then a caution comes out, the race will be considered complete. The race will then be scored as follows:
 - a) The cars that have crossed the finish line and received the checkered flag will be scored in the order they crossed the line;
 - b) The cars that did not cross the line before the caution lights came on will revert back to the last completed lap for their scoring (provided they cross the line under caution and take the checkered flag) with the exception of the car(s) involved in the caution and/or any car that did not maintain a reasonable speed on the last lap.
 - c) Car(s) directly involved in the caution will be placed on the tail of the lap they were running.
25. Rookie of the Year. To be eligible for Rookie of the Year in any class, a driver cannot have competed in the class for more than 4 events per season over the past 5 seasons or 15 events over the previous 4 years. Drivers who have competed in a higher class for more than 4 events per season over the past 5 seasons or 15 events over the previous 4 years and moved to a lower class will not be considered for Rookie of the Year in the lower class.
26. Scoring of Ties.
 - a) Ties in qualifying will be broken as follows:
 - 1) Driver with the highest 2024 driver point standings (except on opening night, where a tie will be broken by the 2023 driver point standings).
 - 2) Coin flip (2 drivers) or a blind draw (3 or more drivers).
 - b) Ties in the point standings will be broken as follows (only point races are counted):
 - 1) Number of feature wins, 2nd place finishes, etc.
 - 2) Number of qualifying 1st places, 2nd places, etc.
 - 3) Number of heat race wins, 2nd place finishes, etc.
 - 4) Coin flip (2 drivers) or blind draw (3 or more drivers).

C. DRIVER/CREW CONDUCT AND CONDITIONS

1. All drivers must be at least 14 years of age with a valid driver's license, ID or birth certificate and have a minor participant form notarized and signed by a parent or legal guardian. Drivers under this age may seek a special exemption from the Speedway Promoter. All drivers under the age of 18 must have both parents sign a seasonal waiver form in order to race.
2. No alcoholic beverages, marijuana or controlled substances are to be consumed before or during races by anyone entering the pit area.
3. Kalamazoo Speedway officials reserve the right to not allow the entry of any person, driver, or car into the pit area.
4. General misconduct in the pit area may result in penalties, suspensions, fines, or the matters may be turned over to the proper authorities for legal action.
5. Rule changes or interpretation of rules is at the discretion of track officials.
6. The decision of track officials is final.
7. The driver assumes responsibility for the actions of his or her pit crew. Drivers may be issued penalties for pit crew misconduct. Such penalties, if applied, may extend to both the car as well as the driver.
8. All drivers and teams are expected to act professionally and courteously while at the track as well as on non-race days during the season. Speedway officials ask that drivers and teams be fair and considerate on

social media to all involved parties of any racing or other incident. Drivers are the stars of the Kalamazoo Speedway and are followed by thousands of followers, many of whom are children. The use of improper language or gestures as well as negative social media postings may result in suspensions from participating at Kalamazoo Speedway.

9. Physical or verbal abuse and/or use of improper gestures directed at any Kalamazoo Speedway official, other competitors or fans is prohibited and subject to suspension, loss of points and earnings for that event.
10. Unsportsmanlike driving, rough driving, swerving and/or unnecessary bumping during a racing event, a caution flag or after the checkered flag has been displayed is prohibited and may result in removal from a race, loss of points and/or earnings. Flagrant and/or repeated unsportsmanlike conduct on the track or in the pits may result in suspension. This suspension may span the off season and be completed in the following season.
11. Fighting in the pits or on the racetrack premises at any time is prohibited and the participants involved may be subject to suspension, loss of points or earnings for that event. Suspensions will be strictly enforced for fighting or any other acts the management of Kalamazoo Speedway deems inappropriate. When situations warrant, matters will be handed over to the Kalamazoo County Sheriff's Department to be prosecuted to the fullest extent of the law.
12. Kalamazoo Speedway reserves the right to deduct from a driver's earnings any fees owed to the track for any safety systems, pit stalls, track rentals, tires, race fuel, etc.
13. Kalamazoo Speedway officials reserve the right to request a doctor's release at any time for a driver to participate at Kalamazoo Speedway.
14. Drivers are expected to remain current on rules and/or policies which may change over the course of a season. Changes will, minimally, be posted on the Speedway website.

RULE BOOK DISCLAIMER. 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 EXPRESS 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 to or death of a participant, spectator, or official. The race director or his representatives shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his or her 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 or deviation from these rules is left to the discretion of the officials. **PLEASE UNDERSTAND THIS SPORT IS DANGEROUS.**

Driver Signature _____ Date _____

Driver Printed Name _____