

OUTAGAMIE SPEEDWAY GENERAL RULES

RULES DISCLAIMER

*Official interpretation of these rules is made by Outagamie Speedway Officials are **FINAL**. Amendments to these rules may be made at any time at the discretion of Outagamie Speedway Officials. Non-compliance may result in not being able to compete, loss of points, loss of monies, fines, and/or suspensions. Every individual in purchasing a pit pass accepts the rules and regulations described herein. Outagamie Speedway Officials strictly enforce the rules, as set forth herein. In all cases the Outagamie Speedway Officials reserve the right to rule on any car, driver or event.*

In the event that anyone connected in any way with the races or any other activities promoted or sanctioned by Outagamie Speedway conducts themselves in an unacceptable manner, they will be subject to disciplinary actions to be determined by a consensus decision of Outagamie Speedway Officials.

When a car owner submits a car for inspection, he certifies that the car meets all the requirements contained in these rules. In the event of an official challenge of the car by Outagamie Speedway Officials, the burden of proof will rest with the car owner to show that it meets all requirements of these rules. The decision of Outagamie Speedway Officials as to whether the car complies with the rules will be final and not subject to appeal of any kind.

All participants, as a condition of participating in an Outagamie Speedway sanctioned racing event agree that all decisions of Outagamie Speedway Officials, regarding the interpretation and application of the Outagamie Speedway rules, and the scoring of positions, shall be non-litigable. All participants further covenant and agree that they will not initiate any types of legal action against Outagamie Speedway Officials to challenge such decisions, to seek monetary damages, to seek injunctive relief or to seek any other kind of legal remedy. If a participant pursues any such legal action, which violates this provision, then the participant expressly agrees to reimburse Outagamie Speedway Officials, for all of its attorney's fees and costs in defending against such legal action.

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 conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, officials, or others.

PROMOTIONAL RELEASE

Any competitor who wishes to compete, consents to the use of his/her name, pictures of him/herself and his/her car for publicity, advertising and endorsements both before and after the events, and relinquishes any rights to photos taken in connection with events and consents to the publication or sale of such photos as Outagamie Speedway so desires.

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2024 EASTERN WISCONSIN STOCK CAR BOARD OF DIRECTORS

<i>President</i>	<i>Mark Petrie</i>
<i>Vice President</i>	<i>Todd Humphrey</i>
<i>Secretary</i>	<i>John Tienor</i>
<i>Treasurer</i>	<i>Bonnie Neshek</i>
<i>Directors</i>	<i>Tom Schmidt, Tim Jorgenson</i>

EWSC MEMBERSHIP

Eastern Wisconsin Stock Car Inc. is a member operated and member managed organization. Drivers, crews, owners, family members, fans and volunteers have the opportunity to purchase a membership each season. Being a member of EWSC allows the opportunity to participate as an elected member of the Board of Directors, attend monthly membership meetings, and participate in elections for board members and competition committees. Drivers who purchase a membership and complete 75% of completed events are eligible to receive trophies, along with any other contingency awards available in their division at the year-end Championship Banquet. General Membership meetings may be held, at a time & location to be announced.

- Nominations for the expiring Board of Director positions and Competition Committees will take place at each September monthly meeting. Nominees must be active members and reserve the right to accept or decline the nominations. Write in candidates are allowed and encouraged. Board and committee elections will be held at each October monthly meeting.*
- Memberships are non-transferable and any violation will result in the loss of said membership for 1 year to that date.*

CONDUCT

Consumption of intoxicants (alcohol or drugs) by drivers, officials, or pit personnel or anyone wearing a pit pass will not be allowed from the time they sign into Outagamie Speedway until the end of the racing program. Any participant consuming intoxicants (alcohol or drugs) before the program is over will lose any pay due and will be relieved for a minimum of one (1) race night, or more, dependent on discretion of Outagamie Speedway Officials. Second violation will remove that person from the pits for one (1) year to the week. Drivers or anyone wearing a pit pass found in possession of or use of alcohol or illegal drugs will be penalized by Outagamie Speedway Officials and reported to the local law enforcement. Drug and alcohol testing of drivers and pit personnel will be done if requested by Outagamie Speedway Officials and violators will be penalized.

- The O.S. Speedway Officials will penalize fighting or other disruptive behavior during any event sponsored or sanctioned by Outagamie Speedway.*
- Abusive language directed at any official, by any individual will result in expulsion from the pits for the remainder of the show plus a minimum of one (1) race night following the incident.*
- Any boycotts in any division will disqualify that car or cars and that driver or drivers for one year (1) to the week.*

****Disqualification – driver/owner will forfeit all points and pay from the event competitor is disqualified from****

****Outagamie Speedway officials can make any changes at the track necessary to accommodate track size, car count, time constraints, or any unforeseen circumstances****

TABLE OF CONTENTS

SECTION 1 – SAFETY

- 1.1 Track Safety
- 1.2 Driver Safety
- 1.3 Car Safety
- 1.4 Safety Check Procedures, Violations, & Records

SECTION 2 – TRACK OPERATION PROCEDURES

- 2.1 Schedule Of Events
- 2.2 Annual Registration Fee
- 2.3 Reserved Pit Stalls
- 2.4 Memberships
- 2.5 Pit Area Regulations
- 2.6 Utility Vehicles
- 2.7 Waste Products/Wrecked Parts/Tires
- 2.8 Driver Eligibility
- 2.9 Driver Responsibilities

SECTION 3 – OUTAGAMIE SPEEDWAY PRE-RACE PROCEDURES

- 3.1 All IMCA Divisions, Street Stocks
- 3.2 Laps
- 3.3 Lineups
- 3.4 Restarts
- 3.5 Cautions
- 3.6 Flags.

SECTION 4 – SCALING/TECH/VIOLATIONS

- 4.1 Scaling/Violations
- 4.2 Teching/Violations

SECTION 5 – POINTS/PAY/CURFEW

- 5.1 Points
- 5.2 Payout
- 5.3 Curfew
- 5.4 Rainouts

SECTION 1 – SAFETY

1.1 TRACK SAFETY

1.1.1 NO ONE, DRIVER OR CREW MEMBER, will be allowed on track for repairs at any time. In the event of a ROLLOVER/SERIOUS ACCIDENT the safety crew may request director/official to allow one (1) crew member from the car/cars to assist on the track

1.1.2 No one will be allowed to cross the track while cars or safety vehicles are on the track. Drivers must stay with the car until it has been returned to the pits by the track crew, or until authorized to leave the car by director/official/racever. Failure to do so will result in disqualification from that event.

1.1.3 Driver of any vehicle determined to be in a severe or violent wreck by a track official, must be EVALUATED by MEDICAL TEAM and stay with them until released. Failure to be evaluated will result in disqualification for that evening.

1.1.4 Any car that has been involved in a violent wreck or rollover accident will not be allowed to return to track after repairs until repairs are approved by Track Inspector OR Track Official. Failure to be inspected will result in DISQUALIFICATION for that evening.

1.1.5 **There is ABSOLUTELY NO RIDING ON TRAILERS AT ANY TIME ON THE FAIR GROUNDS OR PIT AREA.**

1.2 DRIVER SAFETY

1.2.1 MANDATORY ALL DRIVERS MUST HAVE A SNELL SA 2015 OR SNELL SA 2020 FULL FACED HELMET. No M-rated helmets permitted.

1.2.2 COMPLETE FIRE SUITS, SHOES AND GLOVES ARE MANDATORY FOR DRIVERS IN ALL DIVISIONS. ALL SAFETY EQUIPMENT WILL BE WORN WHEN ON THE TRACK PACKING OR RACING!! Fire retardant head socks are highly recommended.

1.2.3 Neck Collars **are REQUIRED**, Head and Neck Restraint systems **(RECOMMENDED)** for all divisions.

1.2.4 A fully charged fire extinguisher is **RECOMMENDED** in EACH PIT/TRAILER. Fire extinguisher must operational at all times.

A.) If extinguisher is carried in race car, it must be securely fastened in a metal mounting bracket.

1.2.5 Any driver required to wear glasses or contacts as directed by his/her driver's license, is required to wear glasses or contact lenses to participate in Outagamie Speedway events.

1.3 CAR SAFETY

1.3.1 PRE-RACE SAFETY INSPECTION – Pre-race safety inspection must be completed by Outagamie Speedway Track Inspector/Official, and inspection sticker placed on roll cage by Official prior to car being allowed to compete in any event.

1.3.2 HOODS - Hood must be in place and secured properly to start each evenings show. Hoods, bumper covers & body panels may be removed in pits after on track incidents if necessary, and driver may return to race.

1.3.3 SAFETY BELTS – **MANDATORY 5 POINT RACING HARNESS IN ALL DIVISIONS.** Safety belts and shoulder harness must be in good condition. (Belts are recommended to be no more than 2 years old.) Belts must not be frayed.

A.) Seat belt & shoulder harness must be installed according to manufacturer's recommendations.

B.) Lap & shoulder belts must be approved snap-type release belts at least three (3) inches wide, and securely fastened to the frame and/or roll cage.

C.) A crotch or anti-submarine belt is mandatory, and must be a minimum two (2) inches wide.

1.3.4 IGNITION KILL SWITCH – An ignition kill switch is **MANDATORY**, and required to be within easy reach of driver and safety crew, and clearly marked "OFF" and "ON".

A.) The battery must be securely and safely installed.

B.) The positive battery terminal **MUST** be covered.

C.) A separate "BATTERY DISCONNECT SWITCH" is recommended, but not mandatory. If used, it must be mounted behind or next to the driver on the interior decking, and be within easy reach of safety crew.

1.3.5 SPORT COMPACT "K-FRAME" SAFETY MODIFICATION – **DUE TO EXCESSIVE BREAKAGE CAUSING MULTIPLE ROLLOVERS IN RECENT RACES, OUTAGAMIE SPEEDWAY HAS DECIDED TO ADDRESS THE ISSUE WITH THE FOLLOWING MODIFICATION. THIS IS THE ONLY METHOD ALLOWED TO COMPLETE THIS MODIFICATION FOR SAFETY PURPOSES.**

A.) K-FRAME SUPPORT DIMENSIONS

1.) MAXIMUM 1" x 1" (ONE INCH BY ONE INCH) SQUARE STOCK

2.) MAXIMUM 1/8" WALL

3.) MAXIMUM 31" IN LENGTH

4.) MUST BE BOLTED TO K-FRAME USING EXISTING FACTORY HOLES IN FRAME USING TWO 1/2" BOLTS, ABSOLUTELY NO WELDING

B.) ANY QUESTIONS REGARDING THIS RULE, WHICH IS AN ADDITIONAL SAFETY RULE IN ADDITION TO IMCA SPORT COMPACT RULES CAN BE ADDRESSED TO IMCA TECH INSPECTORS JUSTIN FLAIG AT 715-853-7711 OR JENN LEMERY AT 920-917-5402 OR OUTAGAMIE SPEEDWAY STAFF

1.3.6 ISS ENDURO CROSSOVER RULE: NO ISS ENDURO COMPACTS WILL BE ALLOWED TO RUN AS IMCA SPORT COMPACTS UNLESS CAR MEETS EVERY IMCA SPORT COMPACT RULE INCLUDING ROLL CAGE.

1.4 SAFETY CHECKS, VIOLATIONS, & RECORDS

1.4.1 SAFETY RULES - The Track Inspector & designated representatives shall enforce the rules put forth by International Motor Contest Association (IMCA) and organizations competing at Outagamie Speedway, with the assistance of Outagamie Speedway officials.

A.) Violations of Safety rules shall be enforced per division driver competes in.

1.4.2 SAFETY CHECKS – Safety Check Sheets shall be filled out by the inspector/s, with at least one copy signed by the driver and/or owner and the Inspector/s.

A.) All repairs must be made in the time directed by IMCA and Outagamie Speedway Inspector/s

B.) After the car received a Safety Inspection Sticker, driver must ensure it remains legal each time it enters the track.

1.4.3 SAFETY/INSPECTION RECORDS – The Inspector/s will check each car periodically. Safety inspection records, as well as post-race technical inspection records shall be maintained by the inspector/s and Outagamie Speedway Officials.

SECTION 2 – TRACK OPERATION PROCEDURES

2.1 SCHEDULE OF EVENTS

PIT OPEN	4.00PM
REGISTRATION DEADLINE	6.10PM
MANDATORY DRIVERS MEETING	6.15PM
TRACK PACKING - CARS REQUIRED TO PACK MUST BE ON TRACK NO LATER THAN 10 MIN AFTER END OF MEETING	
NATIONAL ANTHEM	6.25PM
RACING STARTS	6.30PM

2.2 ANNUAL REGISTRATION FEE – No Annual Fee in 2024.

2.3 RESERVED PARKING PIT STALLS – In Outagamie Speedway is offering the opportunity to reserve pit stalls in all areas of the pits. The first row along the backstretch can be reserved for \$100, while all other pit stalls can be reserved for \$50. Each pit stall reservation will also cover the driver/owner 2023 registration fee, meaning there will be no deduction from driver/owner check after the first night of racing.

A.) Pit Stalls reserved for the 2024 Season will be in effect from May through September, excluding the Fall Brawl at Outagamie Speedway.

B.) Drivers will have the chance to reserve their 2024 Pit Stalls after the season until November 1, 2024. On January 2, 2025, those stalls will become available to anyone.

2.4 MEMBERSHIPS – Memberships can still be purchased by any fan, crew member, or any other individual interested in becoming a member of Eastern Wisconsin Stock Car Inc. The \$30 membership fee allows you the rights to vote on agenda items at general membership meetings, nominate and vote for Board members, and hold a seat on the board. Membership is MANDATORY to protest any car, and MUST be presented to a board member upon submission of protest for tear down of a competitor.

2.5 PIT AREA

2.5.1 WRISTBANDS – All individuals must sign the waiver and purchase a wristband at the pit pass building. **WRISTBAND MUST BE WORN IN PLAIN VIEW AT ALL TIMES.**

A.) MULTIPLE CARS – DRIVERS ENTERING MORE THAN ONE CAR, MUST PURCHASE A PIT PASS/WRISTBAND FOR EACH CAR DRIVEN.

B.) If you are caught in pit area without a valid wristband, you will be escorted to the pit pass building to purchase a PIT PASS/WRISTBAND.

C.) Refusal to do so will result in expulsion from pits and possible suspension.

D.) The driver or car owner is the spokesman and sole person responsible for all actions of crew members, family members and all other persons associated with team in the pit area.

E.) Children under the age of 12 must be accompanied by a parent or guardian in the pit area at all times.

2.5.2 INTOXICANTS – ABSOLUTELY NO ALCOHOL CONSUMPTION ALLOWED BY ANYONE IN POSSESSION OF A PIT PASS UNTIL THE ENTIRE RACE PROGRAM HAS BEEN COMPLETED. THERE IS ABSOLUTELY NO PERMITTED USE OF ILLICIT DRUGS ON THE OUTAGAMIE COUNTY FAIRGROUNDS OR OUTAGAMIE SPEEDWAY AT ANY TIME

A.) ABSOLUTELY NO ALCOHOLIC CONSUMPTION IN INSPECTION AREA.

B.) ANY VIOLATION OF THIS RULE BY ANY PAID PARTICIPANT WILL RESULT IN LOSS OF POINTS, PAY, IMMEDIATE EJECTION & POSSIBLE SUSPENSION.

2.5.3 FOOTWEAR – Proper footwear required in pits. No open-toed sandals/shoes of any kind.

2.6 UTILITY VEHICLES

2.6.1 ATV'S, UTV'S & Golf Carts are allowed to operate in the pit area during the race evening. Motorcycles and bicycles are prohibited in pit area unless previously cleared with Officials/Directors.

A.) Car number must be prominently displayed on front and rear of vehicle at all times.

B.) Driver or Owner is responsible for all actions of any person operating ATV'S, UTV'S & Golf Carts during race event.

C.) MINORS OPERATING UTILITY VEHICLES ON OUTAGAMIE SPEEDWAY PREMISES MUST HAVE COMPLETED PROPER TRAINING COURSES AND HAVE IN THEIR POSSESSION LICENSE/CERTIFICATE.

D.) NO ONE UNDER THE AGE OF 14 MAY OPERATE A UTILITY VEHICLE ON THE OUTAGAMIE

COUNTY FAIRGROUNDS OR IN THE PIT AREA.

2.7 WASTE PRODUCTS – Absolutely **NO DUMPING** of petroleum products, fuel, anti-freeze, tires, wrecked/damaged parts on Outagamie County Fairgrounds or Outagamie Speedway grounds. Any violations will result in fines, loss of points/monies, and/or suspension.

2.8 DRIVER ELIGIBILITY

2.8.1 MINOR DRIVERS - ALL drivers under the age of 18 must have a parental consent form on file with Outagamie Speedway in order to participate in all sanctioned events.

A.) PARENTAL CONSENT FORM MUST BE SIGNED BY BOTH PARENTS AND/OR LEGAL GUARDIANS, PRIOR TO FIRST NIGHT OF COMPETITION.

2.8.2 IMCA DIVISIONS - Minimum age to participate in IMCA EVENTS AT OUTAGAMIE SPEEDWAY IS 14 YEARS OF AGE.

A.) Drivers under 18 years of age are required to submit to IMCA a NOTARIZED parental consent form - signed by both parents or legal guardians - and a copy of birth certificate, prior to competition.

B.) Drivers in the Sport Compact, Hobby Stock, and SportMod divisions must be at least 14 years of age by August 31 and drivers 13, 14 or 15 years of age must also furnish a recap of their racing experience, and a list of tracks at which they will be competing.

C.) Drivers 13, 14 or 15 years of age wishing to compete in the Stock Car, Modified, Late Model and Sprint Car divisions must submit all forms, and licenses will be issued at the discretion of IMCA.

D.) These forms are available for \$50 processing fee from IMCA and must be received in the IMCA office and approved prior to any competition – NO EXCEPTIONS.

2.8.3 STREET STOCKS - Minimum age for STREET STOCK EVENTS AT OUTAGAMIE SPEEDWAY IS 14 YEARS OF AGE WITH PRIOR RACING EXPERIENCE (MUST SUBMIT RESUME WITH PRIOR HISTORY TO SPEEDWAY) 16 YEARS OLD WITH NO PRIOR EXPERIENCE.

2.8.4 LATE MODELS – MINIMUM AGE FOR LATE MODEL DRIVERS AT OUTAGAMIE SPEEDWAY IS 16 YEARS OLD

2.8.5 DRIVER EXPERIENCE - Outagamie Speedway Officials reserve the right to review the experience and actions of any driver at any time.

2.8.6 COMPETITION ELIGIBILITY - To become eligible for the point fund, you must participate in seventy-five percent (75%) of the races sanctioned by OUTAGAMIE SPEEDWAY and be a EWSC club member. To use any race for credit, it must be considered a complete program (See rainouts.)

A.) Driver must commit to attending End of Season Banquet to receive trophy and point fund payout if eligible for Division Sponsor Payout.

2.8.7 ROOKIE ELIGIBILITY - Any driver who has raced 4 or fewer nights in any one season, at any facility, in any division will be considered a rookie in that division. Drivers may not move down a division to run for rookie points in a lower division than where they have established themselves with 4 or more races. (Progression of divisions is as follows: Sport Compact, Street Stock, Sport Modified, Stock Car, Modified.)

A.) Rookie points will be accumulated only by the "rookie" driver. These points will not follow car number; they will follow DRIVER ONLY, and will be tallied separate from the division points.

B.) All DECLARED ROOKIE DRIVERS will start at rear of heat & feature on their first night of racing. Placement in future events will depend on performance and Board of Directors decision.

C.) Rookies need to declare rookie status with scorers on first night of racing at OUTAGAMIE SPEEDWAY.

D.) Rookies must attach a strip of yellow caution tape to the the rear most bar on the roll cage to denote rookie status.

2.9 DRIVER PRE-RACE RESPONSIBILITIES

2.9.1 DRIVER SIGN IN - ALL CARS/DRIVERS MUST SIGN IN BY 6.20PM.

A.) All drivers considered late arrivals will be added to the rear of the first available heat in that division.

B.) If multiple drivers are late arrivals, they will be added to the rear of each heat as they arrive, ensuring the same number of cars per heat.

2.9.2 CAR NUMBERS/REGISTRATION/APPEARANCE

A.) Duplicate numbers are allowed with an additional letter.

1) NO WORDS as car number will be allowed.

2) All drivers must have a completed driver payout sheet turned into staff or pay will be held until a completed sheet is turned in.

- 3) Race car must display number as assigned by track personnel. Lettering must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and the top.
- 4) **Six (6) inch tall numbers on the front and rear of car.**
- 5) Recommended that no holographic or reflective numbers be used.
- 6) All race cars must display the official IMCA decal and required contingency decals, which will be furnished by IMCA.
- 7) **NUMBERS THAT ARE NOT CLEARLY LEGIBLE TO THE SCORERS WILL BE THE CAR OWNER AND/OR DRIVERS RESPONSIBILITY TO CHANGE.**

B.) We expect all participants to take pride in being part of our racing presentation. Racing entertainment is the product we sell to the public and Outagamie Speedway will not tolerate anything that makes our product unattractive.

1.) SPECIFICALLY, NO WRECKED, RUSTED OUT OR LOOSE BODY PANELS OR UN PAINTED CARS.

2.) NO SPRAY CAN NUMBERS/LETTERS AND GRAFFITI OR OTHERWISE OFFENSIVE SLOGANS, ETC. WILL BE ALLOWED.

3.) Cars damaged in competition will be expected to meet appearance standards the following race night.

C.) A car can only run in one division on any one-race night.

D.) Points will be awarded to the DRIVER, NOT THE CAR NUMBER, in all cases.

E.) When selling or buying a car, you do not purchase the accumulated points.

F.) No driver changes will be made at any time without previous notification of officials.

1) All changes must be made in the pits only, at discretion of officials.

G.) The driver is qualified and receives points, not the race car.

1.) Any driver wishing to change cars or engine options must be qualified to compete in the race for which he/she is changing cars or engine options and must start at the rear of that race.

2.) Once a driver has changed race cars or engine options, he/she must finish the program with that race car or engine.

3.) Drivers changing race cars or engine options are not eligible for provisional position.

4.) Drivers changing cars, engine options, or provisional drivers cannot claim.

5.) Once cars are staged, no driver/car changes allowed.

6.) Any driver allowing another driver to use his/her race car, or any driver changing cars when not qualified to do so, forfeits any points earned in that event.

2.9.3 TRANSPONDERS - TRANSPONDERS ARE REQUIRED ON ALL RACE CARS. It is the driver's responsibility to make sure the transponder is in the correct placement and secured.

A.) If a rented transponder is wrecked/lost/damaged during a race night, the driver who rented it is responsible for the replacement/repair cost.

B.) Transponder must be returned immediately after conclusion of program. Failure to return transponder will result in driver check being withheld until transponder is returned in working condition.

C.) TRANSPONDER LOCATIONS

1.) Modifieds, Sport Modifieds transponder mounted to rear of midplate. Transponder shall be mounted to rear of mid plate, no higher than 24 inches from track, mounted in a location where temperature does not exceed 122 degrees, must have a clear view of track, with no metal or carbon fiber blocking view of track

2.) Stock Cars must have the transponder mounted on the right side of the firewall, no higher than 24 inches from track, mounted in a location where temperature does not exceed 122 degrees, must have a clear view of track, with no metal or carbon fiber blocking view of track

3.) Grand Nationals, Late Models & Street Stocks must be placed twenty-four inches (24"), or more, behind the center line of the rear axle tube to the forward edge of the transponder, on the right-side frame rail.

3.) Sport Compacts are to be located in the spare tire well area recommended, 12" or more, behind the center line of the rear axle to the forward edge of the transponder.

D.) It is the responsibility of the driver to ensure that the transponder is functioning properly. If your transponder is not functioning properly, the car will not be scored until the problem is corrected.

- 1.) If transponder stops working, you will be scored until verification of missing or broken transponder is clarified. Practices will be used to test and record transponder locations.
- 2.) All transponder locations must have a clear view of track for signal to transmit. No metal of any kind can be between transponder and track.
- 3.) Transponder pouch should be placed horizontally with no obstructions between the pouch and the ground.
- 4.) If transponder pouch is mounted to round tube frame components with nylon ties, secure the transponder pouch so that it cannot spin from its horizontal position. This may be done by duct taping the nylon ties to the frame rail.

E.) If a transponder falls off during competition, the penalties are as follows:

- 1.) First offense Heat race -black flag and put in B feature.
Feature -black flag and scored in last place with that place points and money
- 2.) Second offense Heat race and/or feature -black flag and loss of points and money for night.
- 3.) Third offense Suspension and fine, discretion of Outagamie Speedway Officials.

2.9.4 RACECEIVERS - MANDATORY FOR ALL DIVISIONS AT ALL TIMES ON TRACK AT OUTAGAMIE SPEEDWAY TO RECEIVE COMMUNICATIONS FROM OFFICIALS.

2.9.5 MUFFLERS - ALL CARS MUST BE EQUIPPED WITH A MUFFLER, as specified in each divisions rules. All cars cannot exceed a noise level decibel reading of 100 measured at 100 feet from the outside of track.

- A.) If car is found to have entered race without a muffler, it will be disqualified for that event.
- B.) Loss of muffler or any part of exhaust during any event will result in disqualification from that event.
- C.) If repair to exhaust is necessary, repair must be inspected by Director/Inspector/Official before further competition is allowed.

2.9.6 BALLAST WEIGHTS – MUST BE PAINTED WHITE AND HAVE THEIR CORRECT CAR NUMBER AND DIVISION CLEARLY MARKED.

- A.) If ballast weights are lost on track during COMPETITION AND/OR CRASH, car is **disqualified for that event.**

2.9.7 DRIVESHAFT - It is RECOMMENDED that driveshafts are painted white and marked with correct car number for safety purposes.

2.9.8 DRIVERS MEETING – All drivers, or a representative from the team, must attend the drivers meeting. Failure to attend and receive any special instructions that may be given by Director/Official/Flagman may result in penalties including:

- A.) Being penalized to start every event during the race evening at the rear of the field.
- B.) Disqualification from events

2.9.9 TRACK PACKING - ALL DIVISIONS MUST BE PREPARED TO ASSIST IN TRACK PACKING NIGHTLY.

2.10 POST RACE RULES

2.10.1 PIT CLOSING TIME – NO ATV, UTV, or Golf Cart use in the pit area or on Outagamie County Fair Grounds as of thirty (30) minutes after completion of racing activities. **ALL OUTAGAMIE FAIRGROUNDS LIGHTS (TRACK, PITS, PARKING AREAS) WILL BE TURNED OFF 30 MINUTES AFTER FINAL RACE CONCLUSION.**

- A.) The driver is responsible for informing his crew, family, and others involved with his/her team.
- B.) The driver is also responsible for ensuring that these rules are followed.

SECTION 3 - OUTAGAMIE SPEEDWAY PRE RACE PROCEDURES

3.1 ALL IMCA DIVISIONS, STREET STOCKS

3.1.1 LINE-UPS, HEATS, FIRST NIGHT - all drivers draw for heats.

- A.) Qualifiers redraw for starting positions.
 - 1.) One heat - 5 redraw;
 - 2.) Two or five heats - 10 redraw;
 - 3.) Three, four or six heats - 12 redraw.

3.1.2 LINE-UPS, HEATS, SECOND NIGHT FORWARD - from second night on, heats are lined up by season IMCA point average, stagger inverted, lowest point average to front, highest point average to rear.

- A.) New drivers carrying no point average start at the rear.
- B.) Two or more drivers having no average/same point average will be lined up at discretion of officials.
- C.) Point averages are figured from IMCA point system.
 - 1.) Average is figured by driver's track IMCA point total divided by the total number of times he/she has competed at track. (street stocks will use the same format as IMCA divisions).

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

A.) Amount of cars transferring to A-MAIN, determined by number of heats ran and cars transferring directly to feature.

3.1.4 A-MAIN - Cars transferring to the A-Main will be determined by the number of heats.

A.) When one heat is run, top five qualifiers will be inverted for feature lineup, according to season IMCA point average.

B.) When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to season IMCA point average.

1.) Two heats: 6 cars transfer to A-Main, top 5 cars included in invert.

2.) Five heats: 3 cars transfer to A-Main, top 2 cars included in invert.

C.) When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to season IMCA point average.

1.) Three heats: 5 cars transfer to A-Main, top 4 cars included in invert.

2.) Four heats: 4 cars transfer to A-Main, top 3 cars included in invert.

3.) Six heats: 3 cars transfer to A-Main, top 2 cars included in invert.

D.) IMCA and promoter reserve the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved.

E.) A-Main is lined up as follows:

1.) Transfer cars from the heats, inverted per number of heat races by IMCA point average.

2.) Additional cars (+1) transferring from heats lined up directly behind the invert cars per heat finish.

3.) If B-Main/B-Mains are run, number of cars transferring to A-Main will be determined by the number of B-Mains run.

4.) If no B-Mains are needed, remainder of A-Main will be lined up by order of heat finish behind the invert cars and the additional transfer cars.

F.) A driver that qualifies but has no point average shall be lined up in last invert position.

1.) Should there be more than one driver with no point average, positions will be lined up at discretion of officials.

G.) If a driver is absent for two consecutive events (excluding rain-outs), upon his/her return shall be treated as a new car (rule #5, IMCA General Rules) for the first week he/she returns.

3.1.5 VISITING DIVISIONS - will follow procedures of traveling division. If agreed to prior to event division will follow Outagamie Speedway & IMCA procedures.

3.1.6 SCRATCHES – Outagamie Speedway personnel must be notified immediately when a driver decides to scratch or requests to be moved to the rear of an event so that official line-up changes can be made promptly.

A.) If the scratch is reported to staff before the scorer sends the line-up to be posted, the scorer will make the changes.

B.) If the line-up has been posted to board, and the event is still in the staging area, the entire field will be crossed over at the position of the scratched driver.

C.) If the field is already on the track during a pace lap, the column where the scratched driver was in, will pull forward to cover the spot.

3.1.7 NO UNAPPROVED RECORDING DEVICES, COMMUNICATIONS, OR TRACTION CONTROL DEVICES ALLOWED IN ANY CAR.

A.) Personal in-car cameras are allowed for personal use only and any recordings are deemed unofficial.

1.) Footage will not be used by Outagamie Speedway to determine or change any decision made before, during, or after the event.

3.2 LAPS

NOTE: ALL DRIVERS MUST STAY IN CAR AT ALL TIMES ON TRACK UNLESS DIRECTED OTHERWISE BY AN OFFICIAL. NO EXCEPTIONS.

3.2.1 HEAT RACES – All heat races will consist of eight (8) laps.

A.) A one (1) minute per lap time limit.

B.) If a red flag occurs a ten (10) minute period may be added if needed to complete race.

3.2.2 B-MAINS – All B-Mains will consist of ten (10) laps. In the event there are more than 10 cars in a B-Main, lap count will increase to 1 lap per number of cars in the race.

A.) A one (1) minute per lap time limit.

B.) If a red flag occurs a ten (10) minute period may be added if needed to complete race.

3.2.3 A-MAINS – All A-Mains will follow the following lap counts for feature events

- A.) IMCA MODIFIED – 20 laps**
 - B.) IMCA STOCK CAR – 20 laps**
 - C.) IMCA NORTHERN SPORT MODIFIED – 20 laps**
 - D.) STREET STOCK – 20 laps**
 - E.) IMCA SPORT COMPACT – 15 laps**
 - 1.) A one (1) minute per lap time limit.**
 - 2.) If a red flag occurs a ten (10) minute period may be added if needed to complete race.**
- LAP COUNTS MAY CHANGE AT ANY TIME BY DECISION OF OUTAGAMIE SPEEDWAY OFFICIALS & EWSC BOARD OF DIRECTORS

3.3 LINEUPS

3.3.1 ORDER OF EVENTS - Nightly Order of Events will be posted at the driver sign in building, along with cars expected to report for National Anthem.

3.3.2 LINEUPS - Once all lineups have been determined, they will be posted on the PIT CONCESSION STAND. All RACE TEAMS are required to know the Order of Events for the evening.

A.) The Order is subject to change on a nightly/weekly basis due to special events, track conditions, time constraints, etc.

3.3.3 STAGING AREA - All races will be pre-staged in the Turn 4 Staging Area. Once the entire field is in place, the field will be called to the track by raceceiver or an official when current race concludes.

A.) All drivers must report to the staging area prior to the white flag of the race currently on track, to ensure all lineups are correct before entering the track, or the driver will be considered late and sent to rear of field.

B.) All cars will enter track from Turn 4, and exit after the event at Turn 2.

3.3.4 ONE LAP TO GREEN - All cars qualifying for a heat, B-main, or A-main, must at the start of the race, take the one lap to green signal or be scratched from the event. All cars on the track at that time will be paid for that race.

3.3.5 START OF RACE - For the initial start of the race, the field should be double file while the front row paces the field together at a reasonable speed.

A.) The front row is given two (2) attempts at a clean start (flagman's discretion) before both cars will be sent to the rear of the field.

B.) Any driver/drivers causing a yellow flag before the completion of the first lap of any event will be given their starting spot back if able to continue.

3.4 RESTARTS

3.4.1 RESTART LINEUPS - Restart lineups will be determined by the last completed green flag lap.

A.) The lineup will be the lead lap cars, followed by the lapped cars, the cars that caused the caution, and lastly the cars that are returning to the track from the pit area.

1.) If a lapped driver is making progress through the field, driver will be allowed to hold current position and attempt to unlap himself/herself.

B.) All divisions will utilize rolling lineups to line up after a caution.

1.) DRIVERS, DO NOT ATTEMPT TO LINE YOURSELVES UP. Drivers will be called forward into their positions by Head Scorer by radio, with the assistance from track officials if needed.

C.) Scorer and Flagman's decisions are final

3.4.2 RESTARTS – Once an official lap has been completed, the restart lineup will be leader out front alone, with remainder of field double file behind the leader.

A.) During the B Main and A Main events the second-place driver will be given the choice of inside second row or outside. Once the driver chooses a position, he/she will not be allowed to change their mind.

B.) After the 1 lap to go signal and the drivers have been notified by radio, the leader controls the pace and the field must remain double file UNTIL THE GREEN FLAG/LIGHT IS DISPLAYED. DRIVERS MUST REMAIN SIDE BY SIDE, DIRECTLY BEHIND ROW IN FRONT OF THEM. NO LAGGING BACK OR BRAKE CHECKS WILL BE TOLERATED.

C.) Any driver passing another before the green flag/light is displayed will be penalized two (2) positions at the next caution flag. If there is not another caution, driver will be penalized two (2) positions at the completion of the race.

D.) Any driver causing a caution on a restart will be sent to the rear and restart last.

E.) SINGLE FILE RESTARTS WILL BE USED AFTER THE THIRD CAUTION TO PREVENT FURTHER ISSUES AT THE DISCRETION RACE DIRECTOR/FLAGMAN.

F.) If flagman displays the green and checkered flag together during the 1 lap to go signal, it means the time limit has expired and the event is going to finish green-white-checkered.

3.5 CAUTIONS

3.5.1 CAUTION ON LAST LAP - *If a yellow flag comes out after the leader has crossed the line receiving the white flag, there will be no restart of the event.*

A.) The flagman will display the yellow and checkered flag together to signal the end of the event.

B.) The finish will be the lead cars that crossed line under the white flag, followed by the remainder of the field as determined by the final lap completed under green.

C.) The scorers decision is final.

3.5.2 UNASSISTED SPINS - *Any driver causing two (2) cautions unassisted during any event WILL BE BLACK FLAGGED, BUT WILL RECEIVE POINTS/PAY FOR THAT EVENT, AT THE POINT THEY RECEIVED THE BLACK FLAG.*

3.5.3 SPIN TO AVOID - *Any driver that spins out and/or stops to avoid a wreck without making contact with the wall or another competitor WILL be given his/her position in the running order back.*

A.) Determination will be made by Flagman/Officials/Scorers and their decision is final.

3.5.4 PITS – *Any driver that enters the pits during a caution may return to the **event DURING THAT CAUTION OR ANOTHER CAUTION PERIOD using the Turn 4 chute.***

A.) Driver must halt at BOTTOM OF THE ENTRANCE CHUTE unless waved forward by Official stationed there OR CALLED BY RACECEIVER TO ENTER TRACK.

B.) No work may be performed on car while still on track.

C.) No crew members allowed on track at any time unless cleared by track official.

D.) Drivers must remain in car while on the track at all times, unless advised to vacate car by Track Officials.

1.) FAILURE TO DO SO WILL RESULT IN IMMEDIATE DISQUALIFICATION.

E.) Cars that require repair under caution and complete the repair in time to re-enter the event must be looked over by Track Inspection/Official posted at Turn 4 before returning to the track.

F.) Any violations of this rule may result in being sent to the rear of the field or disqualification from that event.

3.6 FLAGS

3.6.1 GREEN FLAG – *The Green Flag/Light indicates the start of an event or restart after a caution period. The flag/light will be displayed as the cars exit Turn 4 heading toward the flag stand in proper formation.*

A.) Race starts will be double file, restarts will be with the leader out front by themselves and the field double file behind them.

B.) Cars must remain SIDE BY SIDE, ROW BY ROW for a legal start.

3.6.2 WHITE FLAG – *The White Flag indicates there is one lap remaining in the event*

A.) If a yellow flag comes out after the leader has crossed the line receiving the white flag, there will be NO RESTART OF THE EVENT. The Flagman will display the yellow and checkered flag together to signal the end of the event. The finish will be determined from the point the leader took the white flag. The Scorers decision is final.

B.) The drivers involved in the caution will be scored at the end of the lead lap cars.

3.6.3 CHECKERED FLAG - *The Checkered Flag indicates the race is complete. Once the entire field has crossed the START/FINISH line the caution lights will be turned on and all drivers must slow to a reasonable speed and exit the track via Turn 2.*

A.) The FEATURE WINNERS should proceed to front stretch to take the large checkered flag for victory lap, then to scale, then to Victory Lane for photos.

3.6.4 YELLOW FLAG - *The Yellow Flag indicates an incident has occurred on the track requiring assistance. When the yellow flag/light is displayed all cars must slow immediately and be aware of the incident. NO RACING BACK TO THE YELLOW IS ALLOWED AND WILL BE PENALIZED.*

A.) Drivers will be notified by radio to avoid the incident area and immediately form a single line behind the leader at a slower pace for rolling lineups.

B.) DRIVERS, DO NOT ATTEMPT TO LINE UP ON YOUR OWN.

C.) Scorers will determine lineup by last completed green flag lap and drivers will be called into position by radio with assistance from officials if needed.

D.) AT OFFICIALS DISCRETION, any drivers attempting to intentionally cause a yellow flag (by `| purposely spinning another car, stopping on the track, capable to return to speed immediately after a

spin but refusing to) may receive a disciplinary black flag, be sent to rear of field, or disqualified.

3.6.5 RED FLAG - *The Red Flag indicates that a major incident requiring immediate safety personnel attention has occurred and all cars must safely come to a complete halt regardless of position on track.*

A.) *ALL CARS MUST HALT SAFELY AND CLEAR OF THE INCIDENT AREA TO ALLOW SAFETY CREWS TO EXPEDITE CARE.*

B.) *FAILURE TO DO SO IN A TIMELY MANNER WILL RESULT IN IMMEDIATE PENALTIES TO INCLUDE BEING DROPPED TO REAR OF RUNNING ORDER AND/OR DISQUALIFICATION.*

C.) *All cars must remain stopped and people in place until the yellow flag/light is displayed or directed by Radio, Flagman, or other Track Personnel.*

3.6.6 BLUE FLAG WITH DIAGONAL YELLOW STRIPE - *The Blue Flag w/ Diagonal Yellow Stripe means that faster traffic is approaching and driver must be ready to let them pass cleanly. FAILURE TO OBEY THIS FLAG MAY RESULT IN PENALTIES TO INCLUDE DISQUALIFICATION.*

A.) *Drivers must hold their current line and allow the leaders to pick their line to pass.*

B.) *Slower cars that are running side by side must safely get single file to allow the leaders room to pass. FAILURE TO DO SO IN A TIMELY FASHION WILL WARRANT A RACECEIVER CALL FROM OFFICIALS TO DO SO OR RISK DISQUALIFICATION.*

C.) *Flagman and Track Officials will use their discretion to ensure passing is done safely.*

3.6.7 BLACK FLAG – *The Black Flag is a consultation flag indicating that the driver must head to the pits immediately. The driver must immediately exit the track in Turn 2 and Officials in the Staging area will be able to explain the reason for the flag.*

A.) *FAILURE TO OBEY THE BLACK FLAG MAY RESULT IN IMMEDIATE DISQUALIFICATION FROM THE EVENT.*

B.) *If black flagged for mechanical reasons, the driver may repair the car and return to the track upon verification by Inspector/Official.*

C.) *If black flagged for unsportsmanlike conduct, car and driver are disqualified from that event with loss of points and all money.*

D.) *In the case a car is disqualified from a race finish, the remainder of the cars will not bump up to fill positions.*

SECTION 4 – SCALING/TECH/VIOLATIONS

4.1 SCALING/VIOLATIONS

4.1.1 ALL CARS FROM HEATS TRANSFERRING TO DIRECTLY TO FEATURE, ALL B-MAIN TRANSFER CARS, AND TOP 4 FINISHERS IN FEATURE, ALONG WITH ANY CAR PICKED BY OUTAGAMIE SPEEDWAY INSPECTOR OR OFFICIALS AT ANY POINT DURING THE EVENING WILL SCALE WHEN REQUESTED. FAILURE TO SCALE WILL RESULT IN THE FOLLOWING VIOLATIONS.

A.) *The first violation of the weight rule in any division will result in the loss of any points and money that event. The car may continue to compete from the point of the violation and will earn points and money for that event or events.*

B.) *The second violation of the weight rule, in one season, by any car in any division will result in the loss of all points accumulated to that point in the season and the loss of any money earned that race night. They may continue to compete from the point of the violation for points only.*

C.) *The third violation of the weight rule, in one season, by any car in any division will be considered a major rules violation as defined under General Rules. This violation will result in a 4-race night (not including rain-outs) suspension for the car, the loss of all points accumulated to that point in the season and the loss of any money earned that race night.*

D.) *EWSC scale is the official scale.*

E.) *Refer to DIVISIONS rules for specific weights:*

4.2 TECHING/VIOLATIONS

4.2.1 PRE RACE TECH INSPECTION- *Track officials have the right to inspect any engine or car at any time. The Competitor will be given a "reasonable amount of time" to remove components from the car for post-race inspection or claim. (Wrecker assistance will be furnished for removal of major components.)*

A.) *The Competitor will be notified as to what is considered a reasonable amount of time" at the beginning of the inspection or claim.*

B.) *If the removal of the components is not completed in this time period, the car will be disqualified.*

1.) *The cars DRIVER and/or CREW will perform the actual teardown and/or engine removal with their own tools and equipment. Only three people representing the car, one of them being the*

driver, will be allowed in the inspection area.

4.2.2 POST RACE TECH - The top 4 finishers in all main events upon crossing the finish line must pull immediately to the scale, and once weighed, move to the inspection area in the infield. These drivers, plus any others called by officials will undergo a tech inspection in the infield.

A.) Failure to scale immediately upon entering infield will result in instant disqualification, loss of points/pay. **(see rule 4.1.1)**

B.) Failure to submit to inspection in the infield will result in instant disqualification, loss of points/pay. **(D, see rule 4.2.5)**

C.) No crew members, unless directed by an official will be allowed into the infield inspection area, failure to follow this rule may result in disqualification.

4.2.3 CLAIM PROCEDURES

A.) Any driver in an IMCA sanctioned division must hold a valid IMCA license and be in compliance with all IMCA rules and regulations. All claims in IMCA divisions will be processed in accordance with IMCA General Rules.

B.) Any Unified Street Stock driver wishing to make a claim must follow the Unified Street Stock and Outagamie Speedway rules.

C.) Claim rule will not be in effect on first TWO track point nights. Following second night, no driver may claim unless they competed at ALL previous weekly sanctioned track point events. Exception: if a driver is claimed at any weekly point show, driver may claim at any following event without perfect attendance.

1.) No claims allowed on Track Championship Night, in a division running for increased payout on a regular night OR on non track points night.

D.) Driver wishing to claim must remain in car in Tech Area during claim procedure or claim will be voided. Driver being claimed must remain with their car and not approach claiming driver. Both drivers must maintain appropriate attitudes & behavior toward each other and officials or risk disqualification and loss of points/pay.

E.) Driver only allowed one claim per event, regardless of outcome.

1.) No driver may claim the same driver more than once during the current calendar year.

2.) Driver being claimed is only subject to one claim per event. Carburetor and shocks cannot be claimed at the same time.

3.) If multiple claims against a driver are made, shocks take precedence over the carburetor.

F.) When claim rule is in effect, top four finishers must report to the tech/claim area immediately after scaling and are subject to claim by anyone finishing fifth on back and scored on the lead lap.

1.) Should one of the original top 4 be disqualified, any driver advanced into the top 4 is not eligible to claim or be claimed.

2.) Failure to report directly to the claim area will result in disqualification and loss of points/pay. If car is involved in wreck or unable to report under own power after the finish of the event, it must be towed directly to claim area.

G.) Driver making claim must drive immediately after feature to claim area under own power **MAKE CLAIM TO OFFICIAL**

2.) Only drivers and officials allowed in claim area.

3.) No communication between drivers and anyone outside the claim area. (Cell phones will not be allowed to be utilized by drivers involved in claim area. Use of cell phone in claim area will result in immediate disqualification and claim will be voided)

4.) Only driver may claim and agree to sell or refuse.

5.) In case of multiple claims on same driver, a drawing will be held to determine outcome. Claim not charged to drivers not awarded item.

6.) Any driver withdrawing a legal claim will be charged with the claim and a possible fine.

7.) If driver being claimed chooses exchange option, claim cannot be withdrawn. If withdrawn, driver making claim will be charged refusal penalty.

8.) All claimed items must be removed at the track, within a reasonable amount of time (at discretion of officials) and must leave track in possession of claiming driver.

a.) If any driver is caught claiming an item for another driver, both drivers will be issued claim refusal penalties.

9.) Any driver driver that completes a legal claim must compete at the next weekly track points event at the track where driver completed claim or will be issued claim refusal penalties.

H.) OUTAGAMIE SPEEDWAY RESERVES THE RIGHT TO DENY ANY CLAIM IF AND WHEN DEEMED NECESSARY. OUTAGAMIE SPEEDWAY RESERVES THE RIGHT TO CLAIM, FOR PROPER DOLLAR AMOUNT, ANY CLAIMABLE ITEM AT TIME.

4.2.4 TIRE SOFTENERS - THE USE OF TIRE SOFTENERS OR ILLEGAL FUEL ADDITIVES WILL BE PENALIZED AS A MAJOR VIOLATION IMMEDIATELY. (F)

4.2.5 VIOLATIONS - All violations will receive a written warning. Penalties that can be assessed to rule violations:

- A.)** Written – 1 week to correct. Must be repaired or changed before car can return to race the next week.
- B.)** Loss of points and money for that event.
- C.)** Loss of points and money for entire night up to the time of the violation.
- D.)** Car and driver disqualified one (1) week (next race date).
- E.)** Car and driver disqualified four (4) weeks
- F.)** Car and driver disqualified one (1) year to the week and forfeit all accumulated points.

SECTION 5 - POINTS, PAY, CURFEW

5.1 POINTS

5.1.1 HEAT POINTS – All divisions will be run IMCA style, no heat points will be given in any division.

5.1.2 B-MAIN POINTS – B-MAIN points will be awarded as follows:

A.) All transfer cars: 0 points

B.) 1st non transfer: 16, 2nd non transfer: 15, 3rd non transfer: 14, 4th non transfer: 13, 5th non transfer: 12, 6th non transfer: 11, 7th non transfer: 11, 8th non transfer: 11, 9th non transfer: 11.

5.1.3 A-MAIN POINTS – A-MAIN points will be awarded as follows:

1st: 40 2nd: 39 3rd: 38 4th: 37 5th: 36 6th: 35 7th: 34 8th: 33 9th: 32 10th: 31
11th: 30 12th: 29 13th: 28 14th: 27 15th: 26 16th: 25 17th: 24 18th: 23 19th: 22 20th: 21

5.1.4 POINT STANDINGS: Point standings will be posted weekly. If you do not agree with the standings, you must notify the HEAD SCORER by the next Outagamie Speedway race night or they will not be changed.

5.2 PAYOUTS

5.2.1 PAYOUTS - Outagamie Speedway payout will be done the following week, by check, unless specific arrangements have been made prior with the head scorer. No exceptions.

A.) If the scorer finds a mistake on the payoff sheets, you will be notified of the mistake before two (2) Outagamie Speedway race nights.

5.3 CURFEWS

5.3.1 CURFEWS - Lap count on races may be shortened by officials due to time constraints or number of cars in the line-up. Drivers will be advised of the changes as soon as they are determined.

5.4 RAINOUTS

5.4.1 RAINOUTS - In case of a rainout, all B-Main races in all divisions must be completed for the program to be considered complete.

A.) If the program is not considered complete, there will be no points or no pay for that race night.

B.) If there is a rainout after all the B-Mains are completed, all races not run will pay cars which made the lineup for that race, last place points and equal money for that race.

C.) If 50% or more of the feature laps are completed before rain/curfew, race is considered complete.