

INSURANCE BENEFIT PLAN

1. Each pit entrant who has signed the release sheet for the event when he or she has entered the pit area is entitled to benefits arranged by Penn Can Speedway.
2. It is highly recommended that all competitors carry additional life and medical insurance.
3. Anyone involved in an accident while on the racing premises and who does not report to an official in charge before leaving the premises (providing they are able to make such a report) will not be eligible for benefits prescribed under the Benefit Plan.
4. Drivers must be fourteen years of age or older at all times.

HANDICAPPING

1. The number of cars to be qualified in each heat will be decided by the track handicapper and announced before the first heat of each event.
2. If a driver qualified two or more cars, he must drive the last car qualified in the feature race. The other cars are not eligible. Only the first car is given handicapped positioning in the heat and feature. The second car has no points. Car and driver must be qualified except for guaranteed starters. On postponed events, the driver is qualified. (If a driver qualifies a second car, the driver one position out of qualifying in the heat of the scratched car moves up into a 0qualifying position.)
3. All driver changes must be reported to the handicapper/pit steward. All drivers that change cars must go to the rear. (Driver's responsibility)
4. No car can compete in (2) two classes without special permission.
5. Points are official when posted on the pit board. If there is a mistake, owner or driver has five days from posting to protest.
6. Handicap points will be based on points earned over the past three completed programs. (Cars not entering those programs will be handicapped as if they had won those programs missed plus one point.) Handicapping points are available from the handicapper nightly.
7. The handicapper has the power to disqualify any car that he deems the numbers are not legible, however the owner must be given at least one week to correct.
8. Bubble cars will be used (top 3 will be listed).
 - A. Must be on standby and ready (we will not hold the race up for them).
 - B. Will be used only if there is not a full field of cars on the track (if a guaranteed/provisional starter fills the field, a bubble car will not be used).
 - C. Once the green flag has been dropped, bubble cars will not be used even on an original restart unless there was an original opening (cars dropping out would, of course, receive green money).

SCORING:

1. When the caution flag comes out all drivers will line up single file for scoring. Track officials will then instruct drivers where to go if there is a dispute.
2. During a caution period, it is the driver's responsibility to watch track officials for line-up instructions. Drivers not following the immediate instructions of the on track officials, and hold up the race, will be sent to the rear or to the pits if necessary.

GENERAL SAFETY

DRIVER

1. Drivers seat must be securely fastened to frame or cage in six spots, four (4) on bottom and two (2) on seat back. Six (6) 3/8" bolts minimum. Seats mounted over drive lines must have a minimum 1/8" steel plate under and up the back 4" and be as wide as seat.
 2. Mandatory functional padded headrest or high back seat must be in line with center of driver's head.
 3. Mandatory - shock resistant roll bar padding on all bars that drivers head may come in contact with while strapped in seat. Also on cars with center type steering, both housings must be padded with same type of material.
 4. Mandatory While Driving Snell approved 2005 or newer, and no older than 5 years old from production date. Head Sock recommended. Firesuit Mandatory Min SFI 3-2A/1, 1 or 2 piece suit permitted. Must be in good condition – No tears, holes or non-working zippers. Proban Suits allowed – not recommended. Nomex underwear and socks recommended. Fire Proof driving shoes recommended. Gloves Mandatory – must be minimum single layer, **Nomex Competition Gloves** – NO Mechanix, Ringers, Etc...Gloves must be in good condition. Neck support Mandatory, either collar type support of SFI rated neck support systems.
- BELTS:** Must be SFI dated and tagged by Manufacturer, NO Date older than 5-years from production date. Any Belts without tags will be considered expired. Strongly recommended to replace belts after any strong impacts. Minimum 5-point harness with a minimum of 3" wide lap and shoulder straps and minimum of 2" wide submarine belt. 6-point harness recommended. All belts must be mounted as per manufactures recommendations.

5. Fire extinguishers - All crews must carry operable fire extinguishers capable of putting out fuel and oil fires. On board flameout system recommended for car.

6. Neck collars are mandatory in all classes.

CAR

1. All cars are subject to inspection at any time and must be free from mechanical defects and be in safe racing condition.
2. Drive Shaft Cover Mandatory. All cars with open shafts must have a tunnel, minimum of 1/8" thick steel from 2" under front edge of seat to back of transmission covering shaft and "U" joint on top and both sides down to floorboards. It must be held in place with a minimum of four (4) 3/8" diam. bolts at bottom to a substantial cross member. A 360° aluminum tubing of not less than 1/4" wall of 6061 -T6 material will be accepted providing it covers complete shaft and "U" joint back to seat. No cast or welded tubing. This drive shaft cover must be a solid unit with no cutaways for lightening purposes.

Drive shafts must be painted white. (Except aluminum or carbonfiber tube)

NOTE: Closed drive type cars, torque tubes, or bells that already have a 360° covering from "U" joint back to seat will be accepted as is. Any car that has a suspension link such as a torque arm, coil over or trailer bar in the driver's compartment, must have a steel cable

(1/4" in diam. or more) or clamp around it limiting its range should it break loose from its mount. It is recommended to have these parts free of sharp edges and padded. All classes require drive shaft loop that must go completely around the drive shaft of substantial material.

3. Seat and steering must be centered in frame, plus or minus 2". (Modified)

4. Mandatory 3" width safety belt and shoulder harness with 2 belts over the shoulder and of the quick release type. Also a minimum of one submarine strap. All belts must be securely fastened to the frame or cage. All safety belts must bear date of manufacture and can be no more than five (5) years old. Shoulder harness must pass over roll bar at driver's shoulder height.

5. A full screen of substantial material (no chicken wire or aluminum) must cover entire windshield area is mandatory. Windshields may be used for additional protection if they are in the driver's line of sight and are shatterproof mounted behind the screen. Modified only.

6. Steel roll over bars are mandatory. Front and rear roll bars must be connected at top (cage type). One side bar on each side at seat height is mandatory. Also proper bracing and triangulation on front and rear roll bars is required. Roll bars at 1 1/2" diameter will require a minimum of 0.095 wall DOM tubing. 1/8th in. inspection hole may be required drilled in main cage by inspector.

7. Gas line running through driver's compartment must be protected by rubber tubing. No cast iron fittings.

8. Wheels must have a minimum of five (5) lug nuts. For modifieds a minimum of three (3) lug nuts on front wheels only. No knock off hubs.

9. Exhaust headers must be safe for driver and exit past driver's seat.

10. No mirrors allowed.

11. All cars should be neatly painted and carry numbers at least 18" high on both doors - roof - and rear back and 8" numbers on front.

12. Inspector reserves the right to request body sheet metal to be replaced and painted should it get damaged badly.

13. Only approved fuel type hose may be used for fuel line. Steel braided fuel line recommended.

14. A reinforcing member of the same kind and size material as that used in the roll cage, or chassis shall be installed to the rear of the fuel tank, joining the rear-most portion of the chassis. Fuel tank must be secured by at least two steel straps: each strap must be a minimum of 1" wide. Each strap should be bolted with at least two (2) 5/16" grade five bolts. Fuel system must have approved tip-over valve/safety valve/breather.

15. The fuel shut off valve shall be labeled ON/OFF with a bright colored paint.

16. All vehicles shall have an ignition switch which is easily accessible within the driver's compartment. The ignition switch should be labeled ON/OFF with a bright colored paint. Master battery disconnect switch recommended.

17. Two (2) throttle return springs and a steel toe loop on gas pedal are recommended.

18. No air jacks for any division.

19. No drums or barrels of fuel on track premises unless in a restricted area.

20. No external distractions permitted. (Examples: rags, flags, stuffed animals, and streamers)

MANDATORY SAFETY ITEMS

1: **All cars will have a fuel shut-off within reach of the driver and clearly marked ON and OFF.** All lines will be run in a safe manner. All lines going through the driver's compartment will be in a rubber or steel conduit.

2: All cars will have an electrical disconnect switch within reach of the driver and safety crew that will kill all electrical systems on the car.

3: All cars must be equipped with a high-back aluminum-racing seat .090 thickness minimum. Must be mounted in a safe manner. No fiberglass or plastic seats, no bucket seats.

4: All cars must have a quick release steering wheel.

5: All cars must have 3" width safety harness. 5-point type must have quick release. Must have sub-marine belt. No belts more than 5 years old. Any belts regardless of age may be rejected if not in good condition.

6: All cars must have a complete windshield screen of substantial material. No half screens of any type. All cars must have a center windshield post connected to the cage. (Pure stocks/ street stocks)

PROCEDURAL RULES - ON TRACK:

1. The flagger's count of laps is official - the lap counter is only a convenience and has been known to be wrong on occasion.

2. Only safety crews and wrecker crews will be allowed on the track in the event of an accident. Crew members in violation may cause driver disqualification. NO CREW MEMBER MAY LEAVE THE PIT AREA TO GO ON TO THE TRACK AT ANY TIME DURING COMPETITION.

3. The track has the right to prohibit anyone suspended from another track from participation for the length of the offender's suspension.

4. No repairs to be made on the track at any time; you must report to the pits to make any repair no matter how minor. During restarts if a car needs oil, water or any attention and pulls off the track for any reason, this car must restart in scratch position.

5. All cars must be able to start without assistance. Any car reporting late to track will go to rear.

6. All cars must take the green flag to be eligible for payoff. (Feature event)

7. Starter has complete charge of track while racing. No protest allowed on a starter's decision.

8. On a caution or red flag, any car going to the infield or pit area must return to the rear of the field.

9. Any car stopped on the track by himself causing a caution light may be disqualified. Any car causing three cautions will be disqualified. The flagger may black flag any car causing unnecessary delays to the program or black flag for safety reasons.

10. Any driver guilty of violating any of the flag rules will be penalized at the discretion of the starter.
11. Rough riding will be left up to the discretion of the starter. If he feels that the occasion warrants, whether intentional or not, a fine not to exceed \$500.00 and/or suspension will be levied. Fined driver will not be allowed to compete until the fine is paid. All fines will be distributed at the track operator's discretion.
12. In the interest of safety, a car reentering a race from the pits after the green flag has dropped, and falls in the back of the pack as it passes the pit gate, will not be classified as a lap down.
13. When exiting the track, be sure your car is under control, a car could be stalled on the exit ramp as well as pedestrians crossing the lower end of the ramp. If necessary, take another lap on the track.
14. **Cars are required to take a cool down lap after the checkered flag falls.**
15. Track officials can at any time request the removal of any part or parts for inspection.

WEIGHING:

1. The first six cars are to report to the scales immediately after the event ends. It is the driver's responsibility to report to the scales when directed. If a car enters the pits he must immediately return to the track or he will be disqualified. Cars not reporting to the scales may be disqualified. The first car across the scales should be the winning car.
2. Any car tampered with before weighing will be disqualified **including additional mud added to the car in any manner.**
3. If the winning car is directed by officials to Victory Lane before weighing, he must report to the scales immediately after the ceremony. It is the driver's responsibility to do this immediately.
4. Spot check of top 10 cars will be made by the weight master (at his discretion).
5. All weights are dry with driver. If Cars found under weight will lose all winnings and points for that night including green money. The car will receive handicap points for that night as though he had won the race. Track scales are the official scales at each race meet. No protest or appeal allowed on scale official's decision.
6. Any car can voluntarily weigh when weight master is on duty (hopefully during fast and slow warm-ups). Voluntary weights will be strictly confidential and given to driver only.
7. Any car weighing, feeling that he might be in the top 5, but is not, will be classified as voluntary weighing; which is confidential and will not be used against him.

CREW:

1. No drinking of intoxicants by any participants allowed at any time before or during the racing program, or any evidence thereof by any driver, owner, or crewmember.
2. **At all race meets, driver and owner assume responsibility for the action of their pit crew in every respect. The driver and owner shall be the only spokesmen for the car and pit crew.**
3. In the event of a disagreement; any member taking physical action for any reason may be fined a minimum of \$100.00 and suspension for two (2) weeks minimum if owner, the suspension includes the owner's car. Suspension and fine may be extended at the discretion of officials and/or management.
4. **NO ONE SHALL ENTER JUDGES TOWER OR STARTER'S STAND DURING THE RACING PROGRAM EXCEPT OFFICIALS.** Officials have radio or phone contact with judges and can straighten out any problems. Offenders will be fined and or suspended.
5. Anyone deliberately disobeying an order of any official is subject to a fine not to exceed \$100.00 plus suspension and the car he is connected with will not be allowed to participate in future events until the fine is paid.
6. Both members and non-members shall comply with all rules. The officials reserve the right to stop sale of dues or honoring pit passes to any undesirables.
8. Any driver or owner found violating these rules or specifications shall be subject to a fine, expulsion, or both, depending on the case.

PITS:

1. No excessive speeding in the pit area. Chief Pit Steward will enforce this rule.
2. All drivers must be ready to compete and have their cars in line before each event enters track or will be sent to the rear.

STARTS AND RESTARTS:

1. If there is an accident before the first lap is official, the field will be completely restarted with the car or cars bringing about the restart going to the rear of the field.
2. All restarts will be double file until the halfway point. From then on, **single file.** Lapped cars will be placed to the rear during the last two laps of the race.
3. All cars line up in the pits during the race preceding theirs. It is the driver's responsibility to line up his own car. As the event pulls on the track all positions are final. Any car entering after that must run scratch. The event will not be held up for any car. If a car is missing in the line-up, positions will not crisscross unless the line-up man decides it is necessary.
4. On restarts, the pole man has the choice of inside or outside position, (he must assume that position himself). Pole man paces and starts the race from either in or out position. Pole man does not have the choice of inside or outside on original starts and original restarts.
5. Race should start on first full lap. Drivers causing extra starting lap may be penalized by the flagger.

GENERAL:

1. Any time the word "Stock" is used in this rulebook to describe cars, parts, or components. It is defined to mean a part or component, which is available over the counter from General Motors, MOPAR Corp, Ford Motor Company, or AMC Authorized dealer.
2. Program will not be held up for any car. Cars unnecessarily holding up any part of the program will be penalized.
3. The decisions made by all people in decision-making positions will be made to the best of their ability. Decisions will be final. Intervention by the promoters will come only if requested.
4. No radio communication allowed car to crew.

5. A time limit may be imposed on any event for the best interest of the speedway.
6. Puff test will allow 3 cubic inch above the class specified maximum cubic inch requirement for gauge accuracy and allowed for engine wear.

DUMPING OIL AND TIRES

PENNSYLVANIA ENVIRONMENTAL laws make it illegal to dump oil and tires. The speedway cannot take the responsibility of collecting used oil or tires. The law prohibits this practice.

1. Any race team found dumping oil or leaving used tires in the pit area will be fined \$250 by the track and turned over to local authorities for further prosecution.
2. The team will also be suspended from the track.

Oil and tires brought to the track by a race team must also be taken home after the racing concludes each race meet.

TRACK RENTAL

1. Penn Can Speedway offers speedway rental to those race teams in competition at the speedway.
2. The track can be rented (conditions permitting) for a period of four hours.
3. Rental is limited to no more than six teams who may share the rental cost. (Other arrangements can be made if more teams want to be involved.)
4. The rental period will be supervised by Penn Can Speedway officials.
5. Only one car will be permitted on the track at one time.
6. Speedway will provide an EMT. (If race team provides a certified EMT, deduct (\$50 from cost of rental.)
7. All people entering the ground during a rental must sign the waiver before cars can enter the track for practice.
8. Track lights will not be turned on during the rental. Those teams wishing to rent with track lights on must add \$150 for lighting.
9. Speedway officials cannot guarantee the condition of the track for mid week rentals but will do their best to provide an adequate racing surface.
10. Track rental cost for a four-hour session: \$500. This must be paid in full before the session takes place.

RADIO COMMUNICATIONS:

A one-way radio system will be mandatory for all cars competing in the Modified, Late Model, Sportsman, Super Stock, and pure stock divisions at Penn Can Speedway. All Modified, Late Model, Sportsman, Super/Pure Stock race drivers must have the ability to receive communications from the scoring tower during all heats, consis, and feature events. Cars not equipped with the one-way radio system will not be able to compete. No Exceptions and No Excuses.

Radio Procedures:

1. Penn Can Speedway will use a one way radio system to communicate with the drivers during modified events. This system will have a driver's frequency the same as other tracks using this system in the area.
2. Radio communications will be used only during caution flag periods for the safety of the driver and for line up problems.
3. During caution flag periods, cars should line up single file on the track. Any cars out of order will be told their proper restart position. The driver will have one lap to get into his correct position as indicated by the scoring tower spokesperson.
4. Any driver failing to assume the correct position after one lap will be sent to the rear of the field. (This will also be enforced for cars with inoperable radio systems.)
5. Any car stopping on the track to dispute his position from the scorers will automatically be sent to the rear...no questions asked!!!
6. Any car stopping on the track a second time during the same event will be sent to the pits.
7. The track will monitor all tower transmissions from various speedway locations to insure the system is working properly at all times.
8. It is the race team's responsibility to have radios in good working order. Radios will be considered working parts of the racecar and will be treated as such.
9. Two-way radio communications between pit crews and driver are prohibited.

PROTESTS:

1. Only a driver or owner may file a protest.
2. All protest must be in writing to the pit steward (official in charge at pit board) within ten minutes of the conclusion of the event. The written protest must state exactly what is being protested on the car in question. Only one particular part per protest. All protest must include money.
3. Any crewmember interfering with the protest process will cause the protest to be disallowed or disqualification of the protested car depending on the crewmember in question.
4. Any measurement taken by track officials shall be presumed to be correct.
5. Findings of the track officials are final.
6. Disqualified cars: A. Depending on severity of the infraction may receive no points and money for that night or last place points and money will be awarded. B. Handicapped as if absent. C. Must be reinspected before being allowed to race again and have all fines paid.
7. If a formal protest is made, the payoff may be delayed until the protest is satisfied.

8. Any finish order inquiry must be made within ten minutes of the posting of the official finish and must be made to the pit steward. A check of scoring will then take place and the official finish will either be recertified or corrected.
9. Any protest deemed retaliatory or lacking in substance may be disallowed at the discretion of track officials.
10. Visual protests must be made before the event begins.

PROTEST FEES:

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| A. Illegal Part: | \$100 | |
| B. Illegal Weight: | \$100 | |
| C. P & G | \$100 | |
| D. Internal motor part | \$300 | (\$200 going to protested car if legal, \$200 returned to protester if illegal.) |