



2024

# RULES AND REGULATIONS

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## General Provisions

The 2024 Middleford Speedway Rules and Regulations are published to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events.

These rules and regulations supersede all published or generally accepted rules and/or regulation and shall remain in effect until updated or amended, in writing, by the track administrators.

These rules and regulations are used in conjunction with the sanctioning bodies of the competing classes. If a rule and/or regulation posted in a competing class sanctioning body conflicts with these rules and regulations, these rules and regulations will take precedent.

These rules and regulations shall govern the condition of all events and by participating in these events, all participants are deemed to have accepted these rules as governing. No express or implied warranty of safety shall result from the publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others. If the rules do not state you can do something, assume you CANNOT.

Middleford Speedway reserves the right to reject any entrant for any reason. All participants are to conduct themselves in compliance with these rules and regulations and the laws of the State of Delaware. Middleford Speedway reserves the right to change any rule or regulation necessary to conduct events. Any deviation or exceptions to these rules are subject to the interpretation of the Middleford Speedway Officials and their decision will be final.

Middleford Speedway reserves the right to confiscate any part used in competition at any time for the purposes of verifying compliance with these rules and regulations.

If you have questions, ask a Middleford Speedway Official. In the event of a “gray” area, a committee of at least 3 track officials will review the issue for interpretation. A 72-hour review period may be required to reach a decision. That decision will be final.

## General Rules

1. All persons entering the pit area must sign the insurance waiver.
2. Alcohol and illicit drugs are strictly prohibited.
  - a. Absolutely no alcohol or illicit drugs are permitted to be consumed in the pits during an event.
  - b. Violators are subject to disciplinary action up to and including being banned from the facility.
3. For the purposes of clarity:
  - a. Any heat race, qualifier, consolation (consi) race or feature is considered a race.
  - b. The event constitutes the entirety of the activities while the track is open for admission.
  - c. Track Officials
    - i. President - Greg Mitchell
    - ii. Race Director – Chris “Tippy” Martinez
    - iii. Registration Official – Tammy Rust
    - iv. Pit Steward: Gage
    - v. Technical Official - John Jones
4. Middleford Speedway rules and regulations will be in effect at all invitational races.
5. Due to insurance restrictions, pit vehicles may only be driven by those that are 16 years old or older.
6. The pit speed limit, as posted, is 5MPH. Violation of the speed limit in any vehicle will result in the following actions by the speedway. This is cumulative throughout the season.
  - a. 1<sup>st</sup> Offense – Verbal warning
  - b. 2nd Offense – Start last in the next race entered.

- c. 3rd Offense – Shut down for that night or suspended from the next race if the current race has ended.
- 7. No one is permitted on the racetrack during an event without expressed permission from a track official.
  - a. This includes walking on the track during track prep. Please request permission from the pit steward or a track official.
- 8. Reserved pit/parking spaces are issued by Middleford Speedway and may not be reassigned by anyone other than Middleford Speedway Administrators.
- 9. All competition questions will be addressed by the Race Director or the designated Track Official. **At no time are competition questions to be directed to the President - Greg Mitchell.**
- 10. NO ONE other than authorized personnel are allowed to enter the tower for any reason at any time unless requested to do so.
  - a. All discussions with tower personnel must wait until after the last race of the event.
    - i. 1<sup>st</sup> Offense – Verbal warning
    - ii. 2nd Offense – Start last in the next race entered.
    - iii. 3rd Offense – Shut down for that night or suspended from the next race if the current race has ended.
- 11. Verbal abuse with a track official **WILL NOT BE** tolerated at any time including comments on social media.
  - a. Drivers and/or owners will be held responsible for anyone verbally abusing a track official on their behalf.
  - b. If you cannot address an official in a professional manner, as determined by Middleford Speedway, the following actions will be enforced and is cumulative throughout the season:
    - i. First offense: the competitor will start last in the next race entered.

- ii. Second offense: the competitor will be immediately escorted from the property.
- iii. Third offense: the competitor will be banned for the rest of the current season.

12. Any physical assault on a track official will result in legal action and the aggressor shall be banned from the facility.

13. FIGHTING: No fighting will be permitted on the Middleford Speedway grounds.

- a. Drivers and/or owners will be held responsible for anyone fighting on their behalf.
- b. Suspension and prosecution may result.
- c. Entering another driver's pit area will be considered initiation and aggressive behavior. The following actions will be taken:
  - i. Starting in the rear for the team in violation.
- d. If a non-physical offense is encountered, the aggressor will be given a verbal warning for misconduct.
  - i. If a second non-physical offense is encountered, the aggressor will be immediately escorted from the property.
    - 1. If the aggressor does not leave peacefully, the team will be disqualified for that event.
- e. Any physical contact in another racer's pit area for any reason will result in one of the following:
  - i. The aggressor will be immediately escorted from the property
  - ii. The team associated with the aggressor will be disqualified for the event and must leave the property.
  - iii. LOCAL POLICE TO BE CALLED TO INVESTIGATE

- iv. If a second physical offense is encountered, all of the above-mentioned sanctions will be enforced, and the aggressor will be suspended for the remainder of the season.

14. Mufflers are mandatory for all divisions.

15. No mirrors permitted on or in any race car.

## Racing Safety Specifications

The following specifications and rules will be enforced by the Technical Committee. Anyone can and should bring safety concerns to the Technical Committee at any time.

1. All vehicles and driver safety equipment must be inspected each season prior to entering the racetrack for the first time.
  - a. Safety/technical inspections will follow the inspection form that must be signed by the vehicle owner/driver.
  - b. Vehicles will be not allowed on the track without a clearly legible, current inspection sticker.
2. The driver's helmet must be a SA 2015 or higher rating
  - a. Helmet must be a full-face coverage type with a functioning face shield
  - b. Must have the readable SA sticker inside helmet.
  - c. NOTE: SA 2020 will be required for the 2025 race season.
3. All drivers must wear an SFI rated racing suit in good condition, with no holes or tears.
  - a. Drivers must wear a full suit that covers the entire torso up to the neck, all of the arms and legs with a functioning zipper.
  - b. Any driver using a single layer suit must have SFI rated underwear that covers the entirety of the legs, arms, and torso.
  - c. It is highly recommended that all drivers wear SFI rated underwear, socks, and a head sock.
4. All drivers must wear SFI-rated shoes with socks.

5. All drivers must wear driving gloves.
  - a. It is highly recommended that all drivers wear SFI rated driving gloves.
6. Neck supports are mandatory.
  - a. The neck support must be a professionally manufactured yoke, collar, shoulder harness, or restraint system designed to restrain the head and neck.
  - b. NOTE: A tethered head and neck restraint system will be required for the 2025 race season.
7. Arm restraints or a window net must be used.
  - a. The arm restraints must be adjusted to keep the driver's hands below the top of the roll cage.
8. Racing seats from reputable seat manufacturers must be used.
  - a. Seat must be properly fitted to the driver with minimal space for movement during a race.
    - i. The use of padding not designed for racing purposes (i.e., pillows stuffed on the sides) in an oversized seat is strictly prohibited.
  - b. Full containment seats are strongly recommended for ALL participants in 2024.
    - i. NOTE: Full containment seats will be required for the 2025 race season.
9. Safety belts must be a five-point harness racing type in good condition (no rips or holes) as determined by the Technical/Safety Committee.
  - a. Belts must be current with a readable expiration date.
  - b. Belts must be securely attached to the vehicle with a minimum of a 3/8", grade 8 bolt with a lock nut.
  - c. Wrap around style belts must have the approved manufacturers buckle and properly secured using the recommended installation of the manufacturer.
  - d. Seat belts must not be wrapped around the lower frame rail at the point of attachment.



- e. To prevent seat collapse in high impact crashes, the shoulder harness will be secured below the driver's shoulders and properly routed over a crossbar located between the frame roll cage uprights just below the driver's shoulders.
  - f. It is recommended that the belts are 3" wide and SFI rated.
10. Fire suppression systems are strongly recommended.

## Event Procedures

### Pre-Race Requirements

Due to safety requirements and time restrictions, it is of utmost importance that the track and race procedures are followed.

1. Car and driver's gear must be inspected before being eligible to race.
2. Car and driver must be registered for the event before the driver's meeting.
  - a. Multiple cars of the same owner and available to run in the same class must have different car numbers registered and have the necessary registration fees paid.
  - b. All registrations entered after the during or after the driver's meeting will result in the car and driver starting last in the next appropriate race as specified by the Registration Official.
3. Transponders must be fully functioning and in its proper location each time the vehicle enters the racetrack.
  - a. Cars without transponders will not be scored.
    - i. This will result in no points or purse payout for the night.
    - ii. The Registration Official must be notified before the next race if there is a transponder change in the middle of an event.
      1. Failure to notify the Registration Official may result in no points or purse payout for the race.
4. One-way radios are required for all drivers every time the car is on the racetrack.
  - a. Failure to have a radio may result in disqualification.

- b. Radios with two channel options must have both channels tuned to the track frequency.
  - i. The use of a second frequency other than the track frequency will be grounds for disqualification.
- 5. Cell phones, smart devices, wearable communication devices, and/or any communication device other than the one-way radio required for track communication are strictly prohibited.
  - a. Use of a communication device other than the one-way radio required for track communication will be grounds for disqualification.

GET TO THE GRID!

- 6. Racers are responsible for knowing when their race is ready for staging.
  - a. The car and driver must move to the staging area immediately when their race is called to stage.
    - i. Two classes should be on the grid
      - 1. The class about to take the track should be staged.
      - 2. The class that is scheduled after the class in staging should be in prestaging area behind the staged class on the grid.
  - b. The car and driver must be on the grid, in the starting spot specified by the Registration Official or as directed by the Pit Steward, and ready to race when their race is called to take the track (make the call).
    - i. In the event of a driver change, the
    - ii. Failure to “make the call” (entering the track when the Pit Steward signals to go) will result in the driver starting last in that race.
    - iii. All remaining cars will be advanced in the field, via the entire row.
      - 1. In other words, if the pole sitter is late, the 3rd place car, as well as those following on the inside, will fill that position.
      - 2. We will not crisscross the remaining field, but simply advance the entire row up to fill the vacant spot.

## General Race Procedures

1. From the start of a race/practice session to the checkered flag, the Race Director controls the race.
  - a. All drivers are required to watch and obey the flagman.
  - b. The Race Director can stop the race and re-start it again if the Race Director finds an issue with a race procedure.
  - c. Any driver that does not obey the flag rules will be subject to disqualification.
2. All races will be granted 1 minute per lap to complete the entirety of the race, unless otherwise noted for that event.
  - a. Any race may be shortened because of weather, safety concerns, best interest of the track, or curfew at the discretion of the Race Director..
  - b. In the event of a shortened race and a caution comes out, one final restart will be attempted using the green and white (at the same time), checkered procedure (one lap shootout).
3. Races must complete more than half of the scheduled laps to be considered an official race unless the time of the race has expired.
  - a. In the event that time expires before half of the laps are completed, the flagman will display the white flag to indicate that the race is coming to the end and the race will be considered official
  - b. In the event of a shortened race and a caution comes out, one final restart will be attempted using the green and white (at the same time), checkered procedure (one lap shootout).
4. A car must be on the racing surface, under its own power, and take the initial green flag to be scored for finish position and points.
  - a. Cars dropping out after the initial start will be awarded positions based on the number of laps completed.

- b. If multiple cars drop out in the same lap, finish position will be determined by the last starting position.
- 5. All races will be concluded with a green, white, or a green and white at the same time to a checkered flag in that order.
  - a. No race will end under a yellow flag condition unless there is a safety concern and the race is considered official (more than half of the laps completed).
  - b. In the event that less than half of the laps are complete and the race ends due to a safety concern, the race will be completed once it is safe to continue.
    - i. The race will continue using the previous laps completed and the time restriction will pick up from the last completed lap.
- 6. A flat tire will be immediate cause for removal from race at the discretion of the Race Director.
  - a. If the tire is found to be flat during a caution, the driver may return to the pit area to change the tire.
    - i. The driver will be granted two courtesy laps once the restart line-up is set.
    - ii. The pit speed limit must be adhered to at all times.
- 7. A driver may be put to the rear of the field or disqualified from the race for any offense at the Race Director's discretion, which can include but not be limited to; rough driving, intentionally cutting, unnecessary bumping, crowding, chopping, banking, charging corners, blocking, unsportsmanlike driving, or inappropriate driving.
  - a. The Race Director may stop the race to assess the appropriate penalty. Any driver given the Black Flag may be subject to further disciplinary action.
  - b. Any car passed two (2) times by the race leader or causing a safety issue at any time on the track may be required to go to the infield at the discretion of the Race Director and will cease to be scored.
- 8. Anyone intentionally delaying a race (baiting the yellow) is subject to being black flagged and/or disqualified.

## Practice Procedures

1. All classes will have an opportunity to practice.
2. Cars that have had a mechanical breakdown, are late, or have some extenuating circumstance may be granted an opportunity to verify the mechanical ability of the car by taking the track at the rear of a qualifying race other than their own.
  - a. Cars using this opportunity must request this option from the Pit Steward who will contact the Race Director.
  - b. The Race Director will grant permission at their discretion.
  - c. Cars using this opportunity will be granted 3 laps during green flag conditions.
  - d. Cars using this opportunity must remain at a distance and make every effort not to interfere with the current race.
  - e. The practicing driver must obey the Race Director's instructions at all times during the race.

## Qualifying Procedures

1. A driver may qualify only one (1) car in each class during the qualifying rounds.
  - a. A driver may attempt to qualify a second car in the consolation race starting last.
  - b. If a back-up car is needed for the race, the registration official must be notified of the change prior to the car entering the racetrack.
    - i. The back-up car must have a current safety inspection sticker prior to entering the speedway
    - ii. If a back-up car is needed to race the feature, you lose your qualified position and must start last.
  - c. Driver may only use a car from the same class.
2. Switching of drivers after a car is qualified for the feature must be reported to the Registration Official.

- a. If a driver change is made after a car/driver has qualified for a feature race, that driver must start at the rear of the "B" Main or Consi and obtain a finishing position necessary to transfer to the feature.
  - i. If no "B" Main or Consi is scheduled for the class, the car must start at the rear of the feature race for which it qualified.
- b. If the change does not result in a qualified position for the feature, that car will not be permitted further participation in that event.
- c. Any driver not notifying the Registration Official of the change will be disqualified with loss of points and prizes for that race date.
- d. Points are awarded to the driver, not the car.

### Starting/Racing Procedures

1. All race starts and re-starts will be lined up double file unless there are 3 cautions without completing a lap. At that point the race will start single file.
  - a. On single file re-starts, cars are to be aligned nose-to-tail.
    - i. Cars moving outside the nose-to-tail alignment prior to the Green Flag/Light will be cited for having jumped the start.
2. Prior to the start of the race, the flagman will turn off the lights to indicate that the race is starting the next time they approach the starting zone.

### Initial start

3. There are two start points indicated by barrels in turn four. The initial start line is at the second barrel and the flagman starts the race.
  - a. Everyone must stay in position until the green flag waves.
  - b. If a driver jumps the start in any position, the caution flag will wave, and that driver will drop back one row.
    - i. If the same driver jumps the start again, that driver will go to the rear of the field.

- ii. If that driver s already at the rear, the driver will get one more time to start the race correctly.
  - 1. If the driver jumps a third time, they will be disqualified.
- iii. “Jump start” calls will be the responsibility of the race director.
- c. If a caution is displayed during the initial green flag of any race, cars not involved in incident will line-up single file in original position, then doubled up again.
  - i. Cars not responding to commands to line up via receiver or flagman for one complete circuit may be black flagged and sent to the infield and recorded as a Did Not Finish (DNF).

### Yellow and Red Flag Procedures

1. All cars must slow down as soon as they see the yellow caution lights or the yellow flag displayed.
2. All cars must come to a complete stop as soon as they see the red lights or the red flag displayed.
  - a. Moving your car during a red flag is strictly prohibited unless directed by a Track Official.
  - b. After the red flag is lifted, the yellow light will come on indicating that the race will continue.
  - c. Driver will be disqualified for driving under a red flag condition unless directed by a Track Official.
3. Any car causing the yellow or red flag to be displayed will be put to the rear.
  - a. If you do a 360 and keep going and **the yellow flag comes out for your spin**, you go to the rear!!!
  - b. Cars involved in the caution, regardless of reason, will be placed in the rear in the order they were on the last completed lap, with the car causing the yellow flag to be displayed going to the rear.

- i. This includes cars “Dead on Track” (DOT) to avoid another wreck or a spun car.
    - c. Any car that is DOT three (3) times and/or is charged with causing three (3) cautions or a combination of the two will be disqualified from the race.
4. A car is entitled to one (1) push lap if it cannot start on its own.
  - a. If the car cannot continue, the car must then go to the infield or follow Race Director's direction.
  - b. Any car liberating excessive oil, water, fuel, or smoke will be black flagged from the track.
5. Aggression with cars under caution is strictly prohibited and will result in the following (cumulative for the year):
  - a. 1<sup>st</sup> Offense – Verbal warning.
  - b. 2<sup>nd</sup> Offense – Disqualification from the event and start in the rear for the next scheduled race.
  - c. 3<sup>rd</sup> Offense – Disqualification from the event, suspended for two weeks, and 10 points will be taken.
  - d. 4<sup>th</sup> Offense – Suspended for the rest of the year.
6. Track Officials and safety personnel are responsible for checking and approving damaged cars to continue racing.
  - a. Cars needing repair as the result of a caution on track will be granted 2 courtesy laps after the restart lineup is set for the next restart.
  - b. Any car speeding through the pit will be disqualified from that race.
  - c. Any car going to the pit area must go to the rear of the field upon returning to the racetrack.



## Restarts

1. All restarts will be lined up double file unless there are 3 cautions without completing a lap. At that point the race will start single file.
  - a. On single file re-starts, cars are to be aligned nose-to-tail.
    - i. Cars moving outside the nose-to-tail alignment prior to the Green Flag/Light will be cited for having jumped the start.
2. The leader of the race can choose the inside or outside starting position in the feature race only.
  - a. The second-place car will take the opposite position of the leader.
  - b. Third place will maintain the traditional inside position behind the leaders.
  - c. The restart area is anywhere between the two start points indicated by barrels (start zone) in turn four.
  - d. If the leader does not start the race by the second barrel, second place can start the race.
3. The leader starts the race.
  - a. Everyone must stay in position until the green flag waves.
  - b. If a driver jumps the start in any position, the caution flag will wave, and that driver will drop back one row.
    - i. If the same driver jumps the start again, that driver will go to the rear of the field.
    - ii. If that driver is already at the rear the driver will get one more time to start the race correctly.
    - iii. If the driver jumps a third time, they will be disqualified.
    - iv. “Jump start” calls will be the responsibility of the Race Director.
4. If a caution is displayed after the green flag during a restart of any race, cars not involved in incident will line-up single file in last scored position, then doubled up again.

- v. Cars not responding to commands to line up via receiver or flagman for one complete circuit may be black flagged and sent to the infield for DNF.

### Black Flag Procedures

1. A rolled black flag is a warning of potential disqualification.
2. Waving the black flag signifies that you have been disqualified from the race.
  - a. The driver must slow down and proceed to the pit area or the infield.
  - b. Failure to obey the black flag will result in a suspension from the next scheduled event.

### Race Completion

1. All races will be concluded with a Green, White, or a Green/White Checkered Flag in that order.
  - a. No race will end under a Yellow Flag condition unless there is a safety concern, and the race is considered official (more than half of the laps completed).
  - b. In the event that time expires before half of the laps are completed, the flagman will display the white flag to indicate that the race is coming to the end and the race will be considered official
  - c. In the event of a shortened race and a caution comes out, one final restart will be attempted using the green and white (at the same time), checkered procedure (one lap shootout).
2. The Race Director will indicate which cars go to the scales.

### Post Race Procedures

1. The top 3 finishers in each race must report to the scale.
  - a. Failure to report to the scales or meet the minimum weight requirement will result in disqualification from that race.
  - b. In the event of mechanical failure and the driver cannot go to the scale, a track tow vehicle will take the car to the scales.

- c. Track scales are official.
2. The race finish order will be posted approximately fifteen (15) minutes after the end of the feature race.
  - a. If an owner or driver disagrees with the posted finish order, the owner or driver must appeal the finish within 15 minutes of the posted finish (30 minutes after the end of the race).
  - b. Middleford Speedway reserves the right to withhold all payoffs pertaining to a protested finish until the protest is ruled on and the race is declared official.
3. Points are assigned according to the Payout Sheet signed at the time of receiving the payout.
  - a. If a finish order is appealed, the Track Officials will determine the proper finish the same night to ensure accurate purse payout and points earned.
    - i. The decision of the track official is final and will be the official posted finish for purse payout and points earned.
  - b. Once the Payout Sheet is signed by all drivers, the finish position is official.
  - c. If an owner or driver does not sign on the same night of the race or refuses to sign the Payout Sheet, Track Officials will note the absence of the signature or refusal and post the finish according to the final review.

### Technical Procedures

1. Middleford Speedway will not form an official tech committee.
  - a. It is recommended that each class form a committee of at least 3 or 5 class representatives to address technical competition issues (no even numbers to avoid deadlock decisions).
2. Cars can be teched in the pits prior to the start of the night's races.
3. The class representatives will determine the tech procedures for the race including:
  - a. What is being teched.
  - b. Who is completing the tech.
  - c. Location of the tech.

- d. Penalties associated with failing to meet the technical standards.

### Protests

1. All technical protests of race equipment will be handled by the Class Representatives and dictated by the class rules.

# MIDDLEFORD SPEEDWAY

## Rules and Regulations Acknowledgement Form

*PLEASE FILL OUT THE FOLLOWING FORM TO ACKNOWLEDGE RECEIPT  
IF YOU HAVE ANY QUESTIONS OR CONCERNS, DISCUSS THEM WITH THE RACE  
DIRECTOR*

*THIS ACKNOWLEDGEMENT IS REQUIRED TO BE ON FILE WITH THE TRACK PRIOR TO  
PARTICIPATION IN ANY EVENTS*

I HAVE RECEIVED AND READ THE MIDDLEFORD SPEEDWAY 2024 RULES & REGULATIONS.

BY SIGNING BELOW, I AGREE TO ABIDE BY THE RULES, REGULATIONS, AND OPERATING PROCEDURES.

RACECAR CLASS:	CAR #:	
CAR OWNER:		
(print)	(Signature)	(Date)
DRIVER:		
(print)	(Signature)	(Date)

***THANK YOU FOR YOUR COOPERATION & SUPPORT!!***

## Middleford Speedway Inspection Form

RACECAR CLASS:	CAR #:	Date:
CAR OWNER:		
(print)	(Signature)	(Date)
DRIVER:		
(print)	(Signature)	(Date)
<b>Driver Safety Gear</b>		
Helmet		
Functioning shield <input type="checkbox"/>	Readable SA sticker <input type="checkbox"/>	SA 2015 or higher <input type="checkbox"/>
Driving Suit, Gloves, Shoes, Arm Restraints		
SFI rated <input type="checkbox"/>	No holes or tears <input type="checkbox"/>	
Arm restraints keep hands below the top of the roll cage <input type="checkbox"/>		
Driver's license restrictions: <input type="checkbox"/> None		
Neck support type:	600 Micro – Tethered Style neck restraint system in good standing <input type="checkbox"/>	
Fire suppression system (not required): <input type="checkbox"/>		

### Seat and Restraint Systems

Seat: reputable seat manufacturer:

Proper fitted w/out additional padding:

Full containment seat:

NOTE: Full containment seats will be required for the 2025 race season.

Safety belts five-point harness racing type in good condition (no rips or holes):

Belts must be current with a readable expiration date.

Attached with a minimum of a 3/8" grade 8 bolt with a lock nut:

Not older than 2 years:

Recommended: belts are 3" wide and SFI rated:

Wrap around style belts with approved manufacturers buckle properly secured using recommended installation of the manufacturer not wrapped around the lower frame rail:

Shoulder harness secured below the driver's shoulders - routed over a crossbar located between the frame roll cage uprights just below the driver's shoulders:

Padding on the roll cage bracing or padded head rest behind the driver's head:

Minimum of 1 ½ inches measuring below the bottom of roll cage and above the driver's helmet with the driver seated upright in the car:

### Radio System

One-way radio:

Two-channel option:  - Must have both channels tuned to the track frequency.