

2019 - Roadrunner Rules

**AREAS HIGH-LIGHTED IN RED ARE CHANGES FOR THIS SEASON
Items With A Double Strikethrough, ~~Such As This~~, Are Being Removed For This Season**

Variations from any specification or rule must be approved by the speedway tech officials.

The purpose of this division was to create a controlled economical, competitive form of entry-level racing.

MINIMUM AGE REQUIREMENTS:

All drivers must meet minimum age requirements to compete at Selinsgrove Speedway. All drivers under the age of 18 must have a parent/guardian consent from on file in the speedway office before competing. Competing/Driving at Selinsgrove Speedway for the purpose of age restriction is defined as anytime the race vehicles wheels are turning, regardless of whether the vehicle is under it's own power or not. Birth Certificate or other proof of age may be required. Minimum age restrictions for competing/driving in the Roadrunner division are as follows:

15 years of age (with additional restrictions), 16 years of age (without additional restrictions). All Roadrunner drivers under the age of 16 must have a parent/guardian submit a resume of the driver's racing career to Selinsgrove Speedway management for review. No one under 16 years of age will be permitted to compete in the Roadrunner division without Selinsgrove Speedway management approval.

Exceptions - Exceptions to Selinsgrove Speedway age limits will only be granted to drivers holding a license/membership in a sanctioning body (ie..United Racing Club, Empire Super Sprints, World of Outlaws, etc.), provided said driver meets the minimum age requirements for that sanctioning body. The exception is only granted for events that the sanctioning body where the driver holds a license/membership is sponsoring or co-promoting/sanctioning at Selinsgrove Speedway.

CAR AND BODY:

Any 1960 to 1995 sedan is eligible.

No jeeps, station wagons, convertibles.

Camaros, Firebirds and Mustangs will be legal only if they meet these standards.

Any strut cars must maintain full stock from the factory sheet metal strut towers in factory location.

Wheelbase must remain OEM stock for make and model being used with NO variance. Minimum stock wheelbase allowed is 101".

All doors must be welded or bolted.

No extra bracing anywhere of any kind.

All glass must be removed.

No mirrors of any kind.

A complete firewall must seal the trunk area from the driver's compartment. Rear seat must be removed and replaced with a steel firewall. No opening of any kind permitted. NO ALUMINUM.

Complete bumper-to-bumper steel unibody must be retained. Cars with unibody construction must properly tie frame rails together (2x3 box tubing). **Added box tubing must be for support only and not used for the main frame.**

The stock steel unaltered floor pan, firewalls, trunk, trunk floor, and rear wheel wells must be retained. No sectioning, channeling or chopping allowed. Inner front wheel wells may be removed.

Must use a minimum of 20 (twenty) gauge steel for rust repair.

Interior must be stock and open. No boxing in of interior.

Cars must be strictly stock. No cutting, channeling or shortening allowed.

Hole in hood allowed for air cleaner clearance if needed – No hood scoops allowed.

Body panels must be all steel. NO aluminum, NO fiberglass. Body sheet metal must be kept in place at all times.

No raking of roofs, roofline must remain stock and unaltered.

Front firewalls must be completely sealed.

Roadrunners will be permitted original steel stock or stock appearing plastic noses.

Noses made of fiberglass, aluminum or other materials will not be legal.

No sloping or wedge noses

No spoilers on any make of car.

DRIVE SHAFT AND BATTERY:

Drive shaft must have a safety loop or chain located at forward end of drive shaft.

Drive shaft MUST be painted white.

Battery must be securely fastened and in a protective covering.

No batteries allowed in drivers compartment.

BRAKES:

Must have operational four (4) wheel brakes.

No adjustable proportioning valves of any kind.

Aftermarket master cylinders are permitted.

ROLLBAR INSTALLATION:

Must be four post design with front roll bar following windshield contour and rear roll bar in back of driver's seat.

Top of roll bar must be connected to form a box section and be at least four inches above driver's head.

Bars must be securely fastened to FRAME by WELDING. No skewed pipe fittings allowed. All roll bars must be a minimum of .090 wall thickness.

Seamless tubing of 1 1/2" or seamed tubing of 2" outside diameter must be used.

Must have at least (3) door bars on driver's side and two (2) door bars on passenger's side.

Bracing around engine and radiator required with a maximum 2" pipe. One loop must be used with bracing allowed on each side from loop to frame and must be tied into main roll cage. Bracing must be kept inside fenders. No bracing may extend beyond bumpers.

NO EXTREME BRACING ALLOWED

Two bars must run from top of roll cage to rear frame section. Bracing must be kept inside trunk.

SUSPENSION

~~Suspension parts must remain absolutely stock and unaltered for make of car used.~~

~~No spacers, spring buckets, lumber or chains, etc. may be used to alter suspension of the car.~~

NO extra mounting holes for front and rear suspension.

Strut Camaro cars must run stock panhard bar (re-enforcing recommended) with NO adjustability up or down.

Strut Camaro cars must use the full-length torque arm (re-enforcing recommended) mounted solid next to the transmission. NO rubber or spring cushions.

Suspension parts must be stock or stock replacements.

Re-enforcement of stock parts must be for strength only.

NO adjustable components.

SPRINGS: FRONT AND REAR

After-market steel racing springs are allowed. Cutting of coil springs is allowed.

Rear leaf spring cars may use up to a 2" maximum non-adjustable block between rear leaf spring and spring pad.

Suspension must work and look stock.

No spring jacks, or reverse shackles permitted.

Front spring buckets and shims can be used to adjust wedge.

SHOCKS:

Shocks must be stock appearing **and must be mounted in stock position.**

No adjustable shocks,

Stock type steel bodied shocks only.

~~No pinching of shocks to stop travel.~~

NO bump springs or bump rubbers.

STEERING MUST REMAIN STOCK EXCEPT:

STEERING QUICKENER MAY BE USED

ENGINES:

It is recommended that all engines be pumped, whistled and have a Selinsgrove Speedway seal attached before entering competition. Having this done is mandatory after two races.

These are the options to have your engines sealed other than during a post race technical inspection. ALL options require advance scheduling with Speedway tech officials.

1. At one of the scheduled Speedway tech days.
2. At the speedway on race day. (1 week advance notice required) Time of arrival to be scheduled by Speedway tech officials.
3. Scheduling a shop visit with Speedway tech officials.

SEALS FROM PREVIOUS SEASONS ARE NOT LEGAL. ALL ENGINES MUST BE RESEALED FOR 2019.

CUBIC INCH:

Mopar – 366 cubic inch (plus a 3 cubic in. tolerance) is **MAXIMUM** displacement allowed.

Ford – 357 cubic inch (plus a 3 cubic in. tolerance) is **MAXIMUM** displacement allowed.

Chevrolet – 358 cubic inch (plus a 3 cubic in. tolerance) is **MAXIMUM** displacement allowed.

BLOCKS:

Block must be a standard OEM production block. No aluminum blocks. No aftermarket blocks. **Must be a Generation 1 (one) 1955 to 1996 block.**

Chevy Bow-tie blocks and Ford SVO blocks are not permitted.

Block Casting Numbers must be in place.

COMPRESSION:

11: 1 Compression Ratio MAX. ON TRACK WHISTLE BOX.

CARBURETOR:

Limited to one 2-barrel 500 CFM Holley. Must use part #4412. No Predators, No Dominators.

No Holly Ultras permitted.

Absolutely NO modifications allowed.

Only the choke plate may be removed with all screw holes permanently sealed.

Must have choke horn.

MUST fit track Go-No Go gauges

CARBURETOR ADAPTER PLATE:

Mr. Gasket (MRG) #1929 or Mr. Gasket (MRG) #1933 two (2) barrel to four (4) barrel intake adapter plate must be used for either carburetor application with one (1) stock gasket above and below adapter plate.

AIR CLEANER:

Air cleaner base can not be used with or include any type of velocity stack.

NO double stacked air cleaners.

INTAKES:

Any dual plane intake permitted (Aluminum or Cast Iron)

No porting.

Gasket match only. $\frac{3}{4}$ " (three-quarter inch) from gasket surface.

HEADS:

No aluminum heads.

Any Generation 1 (one) style steel head with a 23-degree valve angle permitted.

Any cylinder head with evidence of sanding, polishing, relieving, grinding, porting, angle milling, chemical treating, abrasive blasting to the original cast form, will be declared illegal.

VALVE TRAIN:

Poly locks only permitted on rocker arms

Roller rockers with a 1.5 (one and one half) ratio are permitted.

NO shaft mounted rockers.

~~NO roller rocker arms permitted~~

~~NO roller tip rocker arms permitted~~

NO roller lifters permitted

$\frac{3}{8}$ " or $\frac{7}{16}$ " screw in studs permitted.

No stud girdles or other valve train stiffeners permitted.

No double valve springs.

Only steel or stainless OEM stock valve or aftermarket OEM production replacement valves are permitted. NO titanium. Any spring any steel retainer permitted.

VALVE COVERS:

Tall aftermarket valve covers will be permitted.

EXHAUST:

In frame headers or stock cast iron manifolds are allowed.

Only two (2) straight pipes permitted, one pipe per side. No cross over tubes. NO Two into one pipes.

All exhaust must exit down or away from the driver's compartment.

No holes or leaks anywhere in the exhaust system.

CAMS:

Hydraulic cam and lifters only. .500 MAX. LIFT CHECKED AT VALVE

NO 4-7 swap camshafts permitted, STOCK OEM FIRING ORDER must be maintained.

No roller cams.

No solid lift cams.

PISTONS:

Flat top or dished pistons only.

RODS:

Any steel 6.0-inch rod or under (No titanium or aluminum) may be used.

Modification of rod length prohibited.

Rods, block and crank to be used in the same combination that factory originally manufactured.

Any stock dimension steel rod (No titanium) may be substituted. Stock dimension includes length, wrist pin location and journal size. Aftermarket rods must be in factory condition.

No polishing or reworking.

No addition or removal of metal other than normal balancing.

CRANKSHAFT:

Any stock appearing cast iron or forged steel crankshaft is permitted. (No titanium)

No polishing or reworking.

No addition or removal of metal other than normal balancing.

No ultra light crankshafts with lightening holes and under cut counterweights.

Stock replacement cranks only.

DISTRIBUTOR:

HEI type distributors only. Must have part number on distributor and distributor must have all stock type internal parts.

NO MSD Super Coils, Blasters, Pro Coils or Power Coils allowed.

Single 12-volt system only. **Voltage will be checked at distributor.**

REV LIMITER BOX:

MSD #8728 Rev Control Box must be used with a MSD single non-adjustable 6200 RPM chip.

Rev Control Box must be mounted in the interior of the car, as far to the right of the driver as possible with the chip facing outward, out of the drivers reach and sight when strapped into the seat. All boxes, wiring and connections must be in clear view. All wiring coming from the MSD box must go directly to the distributor. Competitor is responsible for following MSD instructions for properly mounting and wiring box. Any deviation from the MSD instructions will not be accepted.

RPM chips will be provided by the speedway before each event.

It is each team's responsibility to pick up and sign for their chip before each event and have it properly installed in their box BEFORE their car enters the track for warm-ups. It is also the team's responsibility to have their chip returned within 15 minutes after their main event.

At ANYTIME after WARM-UPS begin, if a car is found in the pit area without an RPM chip in the box or found to be operating without an RPM chip the car and driver will be disqualified for the rest of the events that evening.

It is each team's responsibility to make sure the chip stays in the box at all times. The chip may be held in with a piece of tape, but the first two digits on the chip must be visible.

Any attempt to change the chip before, during or after the HEAT RACE or before your car is teched without an official's permission will mean automatic disqualification for that event.

Any attempt to change the chip before, during or after the MAIN EVENT or before your car is teched without an official's permission will mean automatic disqualification for that event, loss of points and money for the event and a 2 week written suspension from speedway events for both car and driver.

Boxes and chips will be checked with MSD chip and box test equipment.

IF NEEDED: At any time track may elect to pull your box, replace it and have MSD test it.

RPM Chip size will be determined by speedway, at anytime RPM of chips can be changed.

Only one (1) box permitted per car.

ANY TAMPERING WITH MSD BOX OR CHIP IS SUBJECT TO AUTOMATIC DISQUALIFICATION FOR THAT EVENT AS WELL AS A TWO WEEK SUSPENSION FOR THE CAR AND DRIVER

FUEL:

Racing gasoline only. No alcohol. No additives. NO oxygenated race fuels.

MISC ENGINE:

Engine location MUST remain STOCK.

TRANSMISSION:

Cars must have a fully working unaltered OEM three or four speed, with minimum 10.5-inch steel/organic single disc-type clutch and steel pressure plate assembly.

NO Aluminum flywheels

NO external transmission coolers allowed.

Automatic transmissions permitted. Must have working torque converter.

NO straight cut gears allowed in any transmission. NO one to one transmissions.

Steel blow proof bell housing MANDATORY with one 2-inch diameter inspection hole located in the 6 O'clock or 12 O'clock position.

REAR ENDS:

Stock OEM rear-ends, axles and gears. Stock rear ends must be mounted in stock OEM location on stock OEM mounts (non-adjustable). Rear ends may be locked by welding the spider gears or with a mini spool. Posi-traction as an OEM factory option is permitted. Any gear ratio is permitted. Aftermarket solid steel axles are permitted (gun drilled axles are not permitted).

Ford 9" Rears- Ford 9" rear ends are permitted in any make or model of car. OEM trailing arm and spring mounting locations must be maintained per make and model of car. Lower trailing arm OEM length must be maintained. Trailing arms may be aftermarket, must be steel, must maintain OEM shape, size and strength. Steel axle tubes only. Rear-ends must be locked. (No aluminum spools, steel only). Axles may be flanged or floater type. Stock OEM steel calipers must be used (no racing calipers). Steel rotors only. Aluminum or steel brake hats are permitted.

NO heim ends or rod ends allowed.

NO adjustable components

NO independent rear suspension. Aluminum center sections or spools are not permitted (steel only).

TIRES AND WHEELS:

Wheels must be steel (8" max.) No mag wheels. No protrusions from wheels.

~~ONE bead lock on the right rear wheel is permitted.~~

Bead lock wheels are permitted

60 series maximum width tire permitted.

You must use five one-inch lug nuts per wheel.

DOT Passenger Car Tires ONLY, any DOT approved tire not measuring more than 10.5 inches from sidewall to sidewall. No winter tread, recaps or McCreary tires.

NO RACING TIRES.

NO DOT Hoosier Tires ALLOWED.

ALL factory sidewall markings must remain intact and visible at all times.

NO grinding, buffing, altering, or attempts to alter any sidewall designations or markings is permitted. Tires found in violation or that are missing any information for any reason will be considered illegal.

Cars found to have an unapproved tire(s) or an illegal tire(s) will cause the car and driver to be disqualified.

If discovery is made during any race or time trial or during any post race or time trial technical inspection, the car and driver will be disqualified, scored last for that race or given no time for time trial. Both car and driver will also forfeit any and all championship points, awards and prize money for the individual event in which the infraction was found.

GAS TANK INSTALLATION:

Stock gas tank must be removed and replaced with a steel encased fuel cell.

Fuel cell must be installed above trunk floor, in center of trunk as far forward as possible.

Must be able to fill from inside trunk.

Fuel cell must be secured by four over the tank (two in each direction) 1 1/2"X 1/8" straps.

Fuel line must exit from top of tank.

Any fuel line that runs through the driver's compartment must be encased in steel tubing.

Fuel cell vent hose must extend equal to or lower than bottom of fuel cell.

Trunk floor must be in place.

No holes allowed in trunk lid.

WEIGHT:

Total weight of car and driver may not be less than 3,200 pounds. No allowance given. Weigh-in to be after any event or qualifying. Weight to be measured as car comes off the track in the condition that it took the checkered flag.

All weight must be contained under the body.

Weight measured by Selinsgrove Speedway scales.

Any car that completes a time trial or finishes in the top 3 of any heat, top 5 of any main event, or otherwise as directed by speedway officials, that does not go directly to the scales first before the car stops with the crew and/or at the trailer will be disqualified and scored last for that event. Track officials may request that you shut off the engine of your car while on the scale. Driver must remain still in the seat while car is being weighed. Any car that is deemed light will be reweighed a second time. The car in question will be rolled off the scale by hand, the scales will be reset and the car immediately rolled back onto the scale by hand. Cars will not be permitted to leave the on/off ramps of the scale between reweighs unless directed by track officials. Any car required to be weighed at the completion of any event that does not meet the minimum weight requirements will be disqualified and scored behind all other cars that were on the track at the end of the event. The number of cars required to be weighed for any event may be changed by track officials and teams will be notified.

THE READING ON THE SPEEDWAY SCALES ARE FINAL.

Any car required to be weighed at the completion of any event that does not meet the minimum weight requirements will be disqualified and scored behind all other cars that were on the track at the end of the event.

All weight is to be either welded or properly secured to the car with no less than grade 8 bolts and lock nuts.

The number of cars required to be weighed for any event may be changed by track officials and teams will be notified.

NUMBER AND APPEARANCE:

A number of at least 18" or more in height must appear on both doors of car in contrasting color. Cars must display rooftop numbers 24", readable from the left side.

RADIOS/TRANSPONDERS:

No radios (one way or two way) or other means of electronic communications between the driver and anyone other than track officials is permitted.

All drivers are required to use a receiver capable of receiving frequency 454.000 for one-way communications from track official.

~~Readrunners are required to use transponders. Rental units are available from the speedway.~~

IF YOU OWN/LEASE A TRANSPONDER PLEASE DO NOT GET RID OF IT AS THE FOLLOWING PARAGRAPH REGARDING TRANSPONDER USEAGE MAY CHANGE IF ISSUES CAN BE RESOVLED....

Transponders will not be required or used for roadrunners. Our electronic timing system will be running during roadrunner events so that teams having their own transponder will still be able to access lap times. Transponders will not be loaned/rented to roadrunners. If a transponder is used please follow the rules below this paragraph. Please see the Race Director if you have questions or possible solutions to issues we have with transponders properly functioning on roadrunners.

Transponders for Roadrunners must be mounted in the cockpit and no less than 80" from the center nose of the car.

Transponders must be mounted in a vertical position pointing straight down and as close to the ground or floor pan of car as possible. There cannot be any metal, carbon fiber or other material that would deflect or block the signal between the transponder and the ground. A hole must be cut in the floor pan, directly under the transponder, that is large enough to allow the signal to reach the ground. Size of the hole may vary based on the angle the signal leaves the transponder and the height of transponder mount above floor pan.

Other than wiring used to connect direct powered units the transponder should not be mounted within 12" of any device that generates, transports or stores electric or magnetic energy (individual race cars may require a greater distance or shielding).

Mounting recommendations are to the roll cage or to a bracket welded to the floor of the car. Transponder should be mounted as far to the right in the cockpit as possible although in all cases transponders must be mounted inside of the area contained by the roll cage. Transponders/brackets should be riveted, wire tied or clamped to the mounting point with additional wire ties, clamps or other securing devices encompassing the entire mounting point / bracket / transponder for additional security.

Speedway is not responsible for lost/damaged transponders. Damaged/Lost units rented from Speedway are the responsibility of renter.

It is each race teams responsibility to assure that the transponder they are using is mounted properly and in working condition at all times car is on track.

Changes in mounting location may only be approved by speedway electronic scoring technicians and only in the case of transponders not reading correctly. This shall only be approved if it is determined by speedway electronic scoring technicians that all other possibilities and scenarios to correct the situation have been exhausted.

SAFETY:

High back seats are mandatory.

Full-face helmet and visor, SA2000 Standard Snell approved or newer is mandatory. 5A2005 Standard Snell approved or newer is suggested.

Driving Uniforms are mandatory. It is suggested they be flame retardant and a minimum of two layers.

Racing Shoes are mandatory. It is suggested they be flame retardant racing shoes.

Gloves are mandatory. –They must be a flame retardant racing glove.

Front windshield protection is mandatory. At least 75% of windshield must be covered in screen. It is suggested to be a minimum .090 screening.

Kill switch within reach of driver is mandatory.

10" minimum vertical opening on right side of cockpit is mandatory.

Driver side window net is mandatory. (must be closed while on track)

Minimum 3 inch wide seat belts, mounted to frame with bolts or looped over frame tubes, belts traveling through bottom of seat are mandatory and minimum 3 inch wide shoulder harness, double over shoulder, military shoulder straps with anti-sub crotch belts, harness to go over a horizontal tube located no less than 3 inches below the top of the driver's shoulders are mandatory. **Belts must be less than 5 years old.**

Other Suggested Safety Equipment:

Kneepads or padding around steering.

Flame retardant underwear.

Flame retardant head sock.

Flame retardant foot socks.

Neck collars.

Headrest padding.

Right side head net or support with quick release capabilities.

Arm restraints.

Head and Neck Restraint System (HANS, Hutchens, D-Cell or other brand)

Securely mounted fire extinguisher within reach of driver.

***Note - these rules are subject to change during the racing season. ***

The officials' interpretation of these rules is FINAL.

Variations from any specification or rule must be approved by the speedway tech officials.

All cars are subject to technical inspection at any time. Refusal to allow technical inspection may result in disqualification and loss of points and prize money for that event.

PROTESTING SPECIFIC COMPONENTS ON ANY RACE CAR:

Only a driver from that particular race may protest a component on another competitor's car. Any specific engine, rear end, suspension components, etc., of any driver's car may be protested by any driver in that feature after the race for **the amount designated** in terms of cash. All parties concerned shall be bound by decisions rendered by speedway management or tech officials. All measurements will be with Selinsgrove Speedway equipment or authorized agents.

PROTESTED ITEM: The protester may only protest **ONE** specific component

TIME OF THE PROTEST: The protester's written protest clearly state the name of the driver making the protest, the name of the driver being protested and the component they are protesting. The protest must also be signed and dated. The written protest **MUST** be accompanied by a full payment of **\$500.00** in cash and must be presented to the division's tech inspector **NO** later than **fifteen (15) minutes** following the finish of the race. A driver may protest only the driver finishing directly in the position in front of him and on the lead lap. Once a protest is made, it may not be withdrawn. All purse and points are to be distributed after a decision on the protest has been made. Technical inspectors will not accept verbal protests or protests which are not accompanied by the required protest fee.

CHECKING THE PROTEST: After the technical inspector has completed his/her normal post race inspection(s) then and only then will the protest process begin.

Along with tech officials the only persons permitted in the tech area are the driver and one crewmember from the car going through the protest tech process. Tech officials may permit a

second crewmember to assist if they deem it necessary.

THE PROTESTER'S CAR WILL BE CHECKED FIRST FOR THE LEGALITY OF THE SAME COMPONENT FOR WHICH THEY FILED THEIR PROTEST.

WHEN THE PROTESTER'S CAR IS FOUND TO HAVE AN ILLEGAL COMPONENT: After inspection, if the protester's car is found to have an illegal component, the driver of that car will be disqualified from that event, forfeits all prizes and honors earned at the event and face the possibility of more penalties at the discretion of Speedway Management. The illegal parts will also be confiscated by speedway management immediately. The protest money will be forfeited and kept by speedway management for distribution as they see fit.

If a decision at the track cannot be made, then the component will be kept for further testing and validating at the discretion of speedway management until a final decision on legality can be determined. The protested component may be sent to an independent tester at the protester's expense for review.

It is the driver's duty to prove his legality, not the tech official's duty to prove the violation. Only the protested component may result in a disqualification during the protest process – no other components will be considered regardless of their legality.

If the component in question on the protester's car is found to be illegal the car being protested WILL NOT be checked.

WHEN THE PROTESTER'S CAR IS FOUND TO HAVE A LEGAL COMPONENT: After inspection, if the protester's car is found to have a legal component, the car being protested will be checked.

REFUSAL OF A PROTEST: If the driver of the protesting car does not allow inspection under these terms, he or she will be disqualified, forfeit the protest fee to speedway management, forfeit all points, purse monies, prizes and awards earned at that event and possibly suffer more penalties as determined by Speedway Management. The car being protested will then NOT be checked.

WHEN THE PROTESTED CAR IS FOUND TO HAVE AN ILLEGAL COMPONENT: After inspection, if the protested component is found illegal, the driver of that car will be disqualified from that event, forfeits all prizes and honors earned at the event and face the possibility of more penalties at the discretion of Speedway Management. The illegal parts will also be confiscated by speedway management immediately. The protest money will be returned to the team filing the protest.

If a decision at the track cannot be made, then the component will be kept for further testing and validating at the discretion of speedway management until a final decision on legality can be determined. The protested component may be sent to an independent tester at the protester's expense for review.

It is the driver's duty to prove his legality, not the tech official's duty to prove the violation. Only the protested component may result in a disqualification during the protest process – no other components will be considered regardless of their legality.

WHEN THE PROTESTED CAR IS FOUND TO HAVE A LEGAL COMPONENT: After inspection, if the protested component is found legal, the protest money will be given to the driver of the car from which the component was protested (less a **\$100.00** inspection fee and shipping charges (if any as determined by Speedway Management).

REFUSAL OF A PROTEST: If the driver of the protested car does not allow inspection under these terms, he or she will be disqualified, forfeit all points, purse monies, prizes and awards earned at that event and possibly suffer more penalties as determined by Speedway Management.

SCORING PROTESTS: Only the driver or car owner may protest to the scorers and only after all racing is completed for the evening. Scoring protests may be verbal and do not require a protest fee.