

2022 - Selinsgrove Speedway General Rules

AREAS HIGHLIGHTED IN RED ARE CHANGES FOR THIS SEASON

Selinsgrove Speedway (Speedway Management Group, LLC) and /or track officials reserve the right to reject any car or driver without cause or recourse.

Everyone who enters the pit area, or participates in competition promoted by Selinsgrove Speedway does acknowledge, represent and warrant that he/she has read, understands and agrees to abide by the rules in their entirety. Permission to participate or enter grounds shall constitute acceptance of same.

Selinsgrove Speedway is a private business open to the public when admission fee is rendered. You are expected to act in the manner prescribed by the Selinsgrove Speedway and in accordance to all laws that govern the commonwealth of Pennsylvania.

When entering into an event, he/she is not deemed a Selinsgrove Speedway employee, but is recognized as an independent contractor who will take all responsibility for taxes payable on any prize moneys or point fund moneys that he/she might have received as a result of his/her participation in any speedway event. Each race team must submit a W-9 tax form before any of their earned prize money is paid out. Moneys earned will be credited to the person listed on the W-9 tax form. Prize money will be mailed each week unless other acceptable arrangements are made with speedway management.

In consideration of entering into any of the scheduled events, car owner, driver, team personnel or agents, agree to permit Selinsgrove Speedway to use their names, photos and photos of their race cars for advertising and publicity before and after any event, and to relinquish all rights to any photos or sell the same.

In consideration of entering the pit area, a fee will be charged and an armband or pit pass ticket (recognized as a pit pass) will be issued. Pit passes must be worn by everyone who enters the pit area. By affixing each participant's personal signature on the pit register and release, this releases Selinsgrove Speedway and officials from all liability and makes the insurance carrier liable. Failure to remit the required fee, sign the pit release or wear the pit pass shall nullify any claim against Selinsgrove Speedway, officials and insurance carrier for death or injury incurred prior to, during or after the racing program. All participants recognize that automobile racing is a hazardous undertaking and assume all the risk by reason of his/her participation and does for himself, herself, executors and administrators, successors and administrators, successors and assigns from any and all liability for personal inquiries that may be received and from all claims and damages for injury to persons or property growing out of, caused by any construction or conditions of any track equipment, cars or other devices used therefore, whatsoever.

Racecars, vehicles (including towing equipment), wreckers, push trucks and any other equipment located in the pit area or restricted areas are NOT covered by insurance.

Anyone entering the pit area must have a pit pass, including kids and/or students. All persons under the age of 18 must also have a minor's release card and permission from the speedway office to enter to pit area. Minor's release must be obtained from Selinsgrove Speedway and K&K Insurance, Inc. Release forms are available in the speedway office.

Any person(s) found to be in an area that requires a paid admission and/or requires a waiver to be signed who has not paid said admission and/or signed said waiver, or can not provide proof of either, will be removed from those areas and may be subject to any and all prosecution as permissible and provided by any and all local, state or federal laws.

Anyone involved in an accident on the track or in the pit must report it to the track office and/or call the track to fill out an accident report. Insurance carrier needs a report before any payments will be made.

All pit personnel are covered by track insurance, provided that on the day of the event a pit fee was paid, a waiver and release form was signed and the pit pass is worn. It is the responsibility of the injured person to notify the speedway management if medical attention was or is necessary. This must be done within 48 hours of the accident. Any driver who is injured will negate insurance benefits when that driver returns to racing.

Any driver involved in a red flag accident where the racecar is damaged to the point that the car and/or driver cannot return to the track and complete the race must report to the ambulance for an evaluation. Accident reports will need to be submitted before any payment will be made by the insurance carrier.

No one will be permitted to enter the pit area or competition while under the influence of alcoholic beverages or narcotics of any kind. Any suspected participant must be reported immediately, at the request of track officials, to track medical personnel. Any participant found consuming alcoholic beverages or narcotics before or during a race program or before the last checkered flag of the program will be expelled from the premises, and the car with which he or she is associated may, at the discretion of the track officials, be disqualified from further competition.

There will be NO use of videotapes to determine a call. The Selinsgrove Speedway officials' calls are final.

It is expected that all discussions and disputes between participants or participants and track officials will be conducted in an orderly and sportsman-like fashion.

Anyone deliberately delaying the race program will be disqualified.

For any racecar that is found to be illegal, the driver and or team of that racecar loses pay and points for that event.

The flagman and other track officials will have control of the track during all events and the warm-up periods.

Any car shown the blue flag with a yellow diagonal stripe is about to be lapped by a faster car. The driver being lapped should try to hold consistent line so as not to interfere with the faster car and/or cars that are passing.

When a car is shown the black flag, the driver must pull off the track immediately. If the black flag is ignored, the car will be paid at the back of the field.

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 form on file at 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 can be found in each divisions rules. If no minimum age is listed for a division then the minimum age is 16.

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, American Sprint Car Series, World of Outlaws, Super Sportsman, 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.

Golf Carts & ATV's:

All golf carts, ATV's and other motorized equipment are only permitted on the Selinsgrove Speedway property if they are used to move race cars and/or equipment to/from the track, scales or work area.

The use of these types of vehicles as personal transportation, joy riding and/or playtime will not be permitted. If these vehicles are used for anything other than to facilitate racecars or the racing program, they will be removed from the pit area. Any resistance will result in the driver's disqualification.

Meetings, Registration, Lineups and Transponders:

All drivers must attend drivers' meetings. Time and place of meetings will be posted at the lineup board on the nightly Order Of Events.

Race cars are to be unloaded in the pit area and drivers are to be registered no later than approximately 1 hour before the scheduled starting race time or the scheduled start of single car time trials. Cutoff time will be posted on the night's order of events. Any race team that is not registered with the track's handicapper by the cutoff time will be placed at the rear of his/her heat race or at the tail end of the qualifying order. (Example: If racing starts at 7, cut off is at 6). Strict 1-hour cutoff will be enforced. There will be no exceptions.

Driver Registration and Pill Draws will take place at the white pit shack/registration building upon entry into the pits. Registration, Pill Draw and Registration will begin no later than 15 minutes after scheduled pit gate opening.

Registration must be done every week regardless of type of show. Any changes in registration location for special events will be announced. Lineups and event information will be posted on the red pit shack near the pit area concession stand.

All regular divisions are required to use transponders unless otherwise specified in their specific rules. Most other divisions will also be required to use transponders.

Transponders will also be available for rent (payment withheld from prize monies) at the registration booth. At the end of the night all transponders owned by the speedway should be returned to the shack at the lineup board and deposited through the slot on the side door.

The speedway is not responsible for lost/damaged transponders owned by others. Loss or damage to rental units is the responsibility of the renter.

Driver/Car Changes:

All driver changes must be reported to the handicapper prior to the completion (or posting) of the heat race lineups. Drivers are responsible for notifying the handicapper of any driver/car changes. Each racecar may not have more than one driver each night of racing. Driver may attempt to qualify another car in the consolation if the change is reported to the handicapper prior to the lineup being posted; however, when the consolation lineup is posted (with the driver's second car), the driver's first car is automatically disqualified. Drivers may not change cars (and cars may not change drivers) after the start of any race.

Once a car is reported "withdrawn" from an event, the car may not re-enter that same race.

In the event of a rainout or postponement, the driver who originally qualified for the event may compete in a different racecar.

Alternates:

Alternates will be taken in order of finish from any last chance, b-main or the like. Therefore to qualify as an alternate you must have taken the green flag, defined as wheels turning on the track without outside assistance, in a last chance, or b-main type event.

Alternates for the feature must be prepared to start the feature if needed. There will be no extra time allowed for the alternate. If necessary, the event will start short of a full field.

No alternates will be taken for any race after the event's initial green flag has been signaled.

If an alternate starter is needed to fill the field when two or more consolations are completed, the first non-qualifier in each consolation will be alternate one and two as per coin toss.

Pre-Stage, Stage, Starts and Restarts:

Any driver passing the pace vehicle without permission will be fined \$25.00.

Under no circumstances is the driver to "hot lap" when the track safety lights are yellow. Cars taking to the track will idle behind the pace vehicle until all contestants are on the track and the starter gives the "close up" signal, at which time the driver can hot lap up to the pace vehicle and pull into position.

All race cars/drivers will pre-stage in the designated area near the pit entrance to the speedway prior to the start of their event and should be ready to enter the speedway when directed to do so by track officials. Extra time will not be given for cars that are not pre-staged. Once the pace truck has exited the speedway no cars will be permitted to enter for that event unless a caution occurs prior to the initial green flag.

Heats and consolation events for divisions that do not require push starts will be scheduled to form as they exit the pit area and go green 1st time to the flag stand after formation.

Heats and consolation events for divisions requiring push starts will be scheduled to form as soon as all pre-staged cars have fired and the track is clear. We will be scheduled to go green the first time to the flag stand after the field is properly formed.

For feature events for divisions requiring push starts all cars need to be pushed onto the track by the completion of the pace vehicle's fifth lap, or the driver may lose their starting position and start at the rear of the field.

Feature events for all divisions are scheduled to go green the first lap after formation (may be at end of 1st pace lap). Any car not in their correct position by the completion of the third pace lap may lose their starting position and start at the rear of the field.

Racecars will receive only one push start. If the car stops on the track and needs a second push start, the car/driver will be deemed "delay of show" and will be sent to the rear of the starting lineup. Safety issues (ie..safety belts, one-way radio, worn personal protection gear, steering wheel) as determined by track officials would allow for a second push start provided they stop with an on track official.

An empty position(s) in the on track lineup, whether due to a car not being on the track or a

drivers election to fall to the rear, will be filled by all remaining cars in that line moving forward to fill the empty position(s). This eliminates the need to “cross over”.

On initial starts or double file re-starts, cars must stay in a side-by-side and nose-to-tail formation (no gaps on either side of the car or in front) until the green flag is displayed and green traffic lights come on. Green lights will signal the start of the race and drivers may pass another car when they come on. Green lights will come on when the leader/pole sitter reaches the orange line/cones in turn 4. Any front row drivers who have been given two opportunities to start a race by the starter and cannot properly begin the race will be penalized to start the event in the second row. Any car in the second row or beyond who “jumps the start” by passing other cars prior to the green flag/lights will be penalized 2 positions per car passed. Pulling out of nose to tail formation prior to the green flag/lights will constitute a “jump” of one car regardless if a pass or attempted pass is made. Penalties will be assessed at the next restart or at the end of the race in the event no restart occurs.

If the yellow flag is displayed before the leader completes the first lap of a race, a complete double-file restart shall be made with the exception of any cars stopping on the track or entering the pit area. Those cars able to rejoin the race will be placed at the rear of the field. Any empty spots in the restart lineup will be filled by cars in that line sliding up.

If the red flag is displayed before the leader completes the first lap of a race, a complete double-file restart shall be made with the exception of any cars stopping on the track or entering the pit area. Those cars able to rejoin the race will be placed at the rear of the field. Any empty spots in the restart lineup will be filled by crossing over the remainder of the lineup.

All single file restarts will take place when the leader accelerates anywhere between the orange line/cone in turn 4 and the crossover gate in turn 4. The leader should not accelerate until he/she reaches this point. All cars must pass between the cone on the front stretch and the outside guardrails in single-file, nose-to-tail order. Any driver going to the inside of the cone or touching the cone, will be penalized two positions and any driver who passes another car(s) before the cone shall be penalized 2 positions per car passed. Passing for this rule is defined as a complete pass or any part of your car alongside any part of the car(s) in front of you. Penalties will be assessed at the next restart or at the end of the race in the event no restart occurs.

Lapped cars will be sent to the rear for all re-starts.

Cars stopping on the track during a yellow flag will be placed to the rear of the field.

Exceptions –

1. To avoid an emergency vehicle
2. During a caution period, any driver that thinks they may have received damage to their car in the incident and feel it may be unsafe to continue may stop their car with one of the officials at the pit crossover gates and have one (1) crew member examine the car to deem whether it is safe to continue or not. Said crew member must be accompanied by a track official and any communication with the driver must only be about the safety of the car. No tools other than a flashlight are permitted. There may be no repairs or changes made to the car while on the track. If car is deemed safe to continue and said car had not stopped as part of the caution the driver shall retain his original restart position. Any car stopping for this safety inspection that was directly involved in the caution (stopping on the track) will still start at the rear of the field. If repairs need made the car will need to go to the pit area and be subject to normal rules in rejoining the field. If repairs are made while on the track, the car shall be sent to the rear of the field. If repairs cause a delay in the restart will be disqualified.
3. Safety issues (ie..safety belts, one-way radio, worn personal protection gear,

steering wheel) as determined by track officials, provided they stop with an on track official and they are not the reason for the caution.

Red Flags:

When the red flag/lights are displayed, all racecars must stop as quickly and as safely as possible. Do not block any pit entrance around the inside or outside of the track and let a lane open around the top of the racetrack for emergency vehicles. Racecars will be moved to their respective service areas when it is safe to do so.

Under the red flag, cars that have passed the start/finish line before the red flag was displayed will be scored as they came across the line; all other cars will be scored in the positions they were holding on the last completed lap. If there is a red flag before the first lap is completed, cars will be restarted in the original starting order, with those cars involved in the incident being placed at the rear of the field.

All red flags in heats and consolations will be "closed reds." Crew members are not permitted to work on the racecars on the track under "closed reds."

Red flags in feature events will be "open reds" at the discretion of track officials. About five (5) crewmembers are permitted on the track per racecar for refueling and adjustments only when track officials announce the track is open to the crews.

Crew members may work on the car only with tools that can be carried by hand.

There will be no tire or gear changes on the track.

Once the field is ordered to resume racing, a maximum of two (2) laps will be completed by the pace vehicle. If a racecar is not moving by the end of the pace vehicle's second lap (unless waiting for an available push vehicle), that car will be placed at the rear of the field.

Fuel Stops (sprint cars and late models only):

Fuel stops will occur during a caution or red flag period if the maximum number of yellow and green flag laps have been completed in succession or if during a caution the total of laps already run plus the number of green flags left to race will exceed the maximum.

The maximum number of laps for calculating fuel stops is: Late Models = 60, 360/358 Sprints = 55, 410 Sprints = 50.

Fuel stops will be when the starter displays the red and black flag, and will only occur after the yellow or red flag has been displayed initially.

Rules for a fuel stop are the same as a red flag.

Black Flags:

A black flag will be given to any driver who is losing part of his/her racecar, smoking excessively, leaking fluid and/or if the racecar is deemed to be a hazard, or to be in an unsafe condition.

If a furled black flag is pointed at a driver, this is considered a "warning" that the driver has done something that is not permitted. If the driver repeats the offense, the black flag will be unfurled and the driver will be disqualified.

If an unfurled black flag is waved at a driver, the driver/car is disqualified. Driver should reduce speed and enter the pit area at the next pit entrance. Pit steward will notify the driver/crew of the reason for the disqualification and whether the car may continue if the problem can be corrected.

Any driver/car that is more than two laps down, or hopelessly out of contention, and/or creating a hazard, may be black flagged at the starter's discretion.

After a driver has been black flagged, the driver/car will no longer be scored.

Scoring & Positions:

All scoring will be done at the start/finish line. In the case of a yellow flag situation, cars that have passed the finish line under the green flag conditions will be scored on that lap; all remaining cars will revert back to the last completed lap or the initial starting line up. This eliminates racing through an accident or back to the starter's stand. Cars involved in the incident will restart at the rear of the field.

All cars must line up in single file formation immediately.

Any driver deliberately delaying the program will be disqualified.

Any driver attempting to improve his/her position while pacing under yellow will be returned to his rightful racing position and faces a possible penalty for delaying the race. Refusal to maintain proper track position when an official directs a driver to where he/she is to be will result in a one-lap penalty.

Lapped cars will be sent to the rear of the field for all restarts. Any lapped car that passes the leader and goes to the rear of the field will still remain a lap(s) down.

When the yellow flag/lights are displayed, the lap is considered completed if the leader is by the starter's stand.

All cars that stop on the track are considered "involved in the incident," unless they have stopped because the racetrack is blocked. Any car that stops for any reason while the yellow flag is displayed (on the track or in the pit area) will also restart at the rear of the field. The exception to this is any driver/car that is stopped by an official for consultation (the driver will retain his/her correct position if cleared by the official).

Any car in the pit area when the yellow safety lights are turned off must remain there until the next yellow flag period.

If a driver is more than two laps down, he/she may not re-enter the race.

Should there be a "dead heat" feature, the payouts will be added together and divided between the two drivers for the positions in question. This applies to first and second, as well as any other positions.

Once the leader of the race crossed the finish line on the last scheduled lap of the race the race is official. If a caution or red occurs after this event the race is official and all cars that have passed the finish line under green flag conditions will be scored on that lap; all remaining cars will revert back to the last completed lap with the exception of those involved in the incident. Cars involved in an incident in this situation will be scored at the tail end of their last lap completed.

No approaching the starter. All complaints will be handled at the tower at the CONCLUSION of

the racing events or program.

The scoring tower, flag stand and other officials' stands are off limits during a racing event.

Inappropriate behavior by a driver, crewmember or anyone associated with a particular race team may result in that driver's immediate disqualification.

No use of videotapes to determine a call.

Points & Prize Monies:

Any driver who takes at least one green flag during the night, defined as wheels turning on the track without outside assistance, when the initial green flag falls for any one of the following...hot laps - time trials - heat - consolation - main, will receive a minimum of 100 participation or show up points. (Other amounts of participation or show up points may be awarded for special events as outlined in that events format).

Points awarded based on finishing position will only be awarded to those drivers who take the initial green flag, defined as wheels turning on the track without outside assistance, when the green flag falls, for a points paying race.

Unless otherwise stated in the format for an event the following points will be awarded (in addition to participation/show up points) based on finish position in an A-Main....

1 st	250	2 nd	220	3 rd	200
4 th	190	5 th	180	6 th	170
7 th	160	8 th	150	9 th	140
10 th	130	11 th	120	12 th	110
13 th	100	14 th	90	15 th	85
16 th	80	17 th	75	18 th	70
19 th	65	20 th – Last	50		

Any driver, in a division that offers tow money as part of the prize monies, who takes at least one green flag during the night, defined as wheels turning on the track without outside assistance, when the initial green flag falls for any of the following,...hot laps - time trials - heat - consolation - main, will receive a minimum of the posted tow money for that night.

Prize monies awarded based on finishing position will only be awarded to those drivers who take the initial green flag, defined as wheels turning on the track without outside assistance, when the green flag falls, for a prize money paying race. Tow money is forfeited for any driver who is awarded prize monies based on finishing position.

Championships:

Championships and Championship Awards will be awarded at the discretion of speedway management. Points will be kept regardless of whether a championship is being awarded.

Championship standings will be ranked high to low by the total number of points earned by a driver in all point paying events for each respective division.

If a tie exists for any position in the season ending point standings or during the season where the current point standings are used to determine provisionals or other awards, the following tie breaker procedures will be used.

If a tie for any position occurs in a division the tie will be broken in the following order until the tie is broken:

The driver with the most 1st place finishes in point paying events will be awarded the higher position

The driver with the most 2nd place finishes in point paying events will be awarded the higher position

The driver with the most 3rd place finishes in point paying events will be awarded the higher position

This procedure will continue in order from 4th thru 30th

If still tied after all the above have been exhausted the drivers will share the championship and split the awards for the positions that are tied.

Safety Issues:

Any driver/car that enters the track while the track safety lights are turned off (signaling going green this time), or are illuminated green will be disqualified.

Any driver/car that enters the track while the pit safety lights are red will be disqualified.

All racecars must enter the track via the ramp track entrance on the outside of turn 4 or if re-entering from the infield pit area via the front stretch pit lane unless directed otherwise by track officials. (Exception for cars in designated work area. See Designated Work Area details)

Any driver who enters the speedway from any other access point without direction from track officials or by rule will be disqualified.

Any persons wishing to cross the track from one pit area to another must use the turn 4 crossover area and only at the direction of track officials or track security. No one will be permitted to cross the track from the track ramp entrance in turn 4.

There is no access from the track to the outside pit area during racing conditions. Any driver/car needing to pull off the track should pull off to the inside pit area via one of the openings.

At the end of all events all cars must leave the speedway via the backstretch infield pit entrance and proceed toward the turn 4 cross over. Drivers will be instructed by the track official at the crossover or by one-way radio when it is safe to cross over the track into the pit area. This may require cars to stop in the infield pit area until the track is safe to cross. Any driver/car who crosses the track when being told to stop will be disqualified.

The outside pit area is ONE-WAY – CLOCKWISE. This includes all motorized vehicles whether under their own power or being pushed or towed. The one exception is for cars going directly to the work area may use the road behind the pit bleachers to move from the track exit gate to the work area. No exceptions other than emergency equipment or official track vehicles.

Prior to participation in any racing event, all cars are subject to a safety inspection. Only cars deemed suitable for competition will be approved for participation. Track officials reserve the right to reject any entry for failure to comply with safety or technical rules as set forth by Selinsgrove Speedway.

Any one driving racecars and/or any other equipment erratically or excessively fast through the pit

area will be expelled from the premises and/or suspended from subsequent events at the track.

Drivers must adhere to division specific safety rules any time his/her racecar is started.

All racecars must have hoods securely in place at all times while under power on the track.

No cars will be permitted to race in the rear of heats for practice laps.

No one is allowed over the chain link fence that encompasses the pit area while a racing event is in progress.

Track officials will interpret the safety rules and specifications and make all final decisions and judgments, but in no instance will any deviations from the rules and guidelines which compromise safety be allowed.

Designated Work Areas:

For feature events the driver of a car requesting the 2 lap flat tire rule must tell the push truck or wrecker driver if they wish to go to the inside or outside work area.

Outside pit work area is located in a designated area behind the pit bleachers. Cars re-entering the speedway from this work area may re-enter using the crossover opening.

Inside pit work area is located in a designated area just inside the turn 4 cross over opening. Cars re-entering from this work area will re-enter using the old push off lane. Cars may only use the inside infield work area if their crew is already stationed there.

Race teams will not be permitted to cross the track in either direction to do work in the work areas. Be sure your driver knows where your crew and equipment will be.

If the work area is full, additional cars may stop in the vicinity of the designated work areas but under no circumstances may they block or partially block any track openings to or from the track. Any car that is worked on while blocking or partially blocking any track entrance or exit will be disqualified.

Flat Tires & Repairs:

A racecar may not restart an event with a flat tire.

Any sprint car or late model (other divisions may be approved by management) that receives a flat tire during a feature event will be given two laps to replace the tire and return to the track based on the guidelines below.

Sprint cars and late models will receive their two laps regardless of the number of laps already completed in the feature event.

The two laps will be given to each driver one time per feature event. The two laps will start when the racecar reaches a designated work area.

If the racecar does not go to a designated work area, it will be deemed that the car is out of the race and the two laps will be forfeited.

Slowing, Spinning & Stopping Cars:

Any driver or car causing two (2) yellow and/or red flag periods in heats or consolations, or three (3) yellow and/or red flag periods in features, will be disqualified from the remainder of that event.

Any car running more than three (3) laps down or hopelessly out of competition and/or creating a hazard may be black flagged at the starter's discretion.

Any car that does a 360 spin will fall in line where it gets momentum.

Handicapping: - CURRENTLY NOT USED

Personal Conduct:

Any un-sportsman like conduct, whether on the track or anywhere else on the Selinsgrove Speedway property, WILL be subject to penalties assessed by Selinsgrove Speedway. Penalties may include but are not limited to warning, ejection, disqualification, suspension, fines or legal action. Penalties may be assessed to not only the individuals directly involved but also to the driver/car/team those individuals are associated with. Un-sportsman like conduct will be determined by track officials and will include but not be limited to intentional contact with or by a

race vehicle, verbal confrontations, physical confrontations or verbal/demonstrative threat of physical confrontation.

Drivers are responsible for the actions of all personnel associated with their team and are responsible for their review of these rules.

All drivers and pit personnel should stay in their own pit area. Anyone involved in any incident in another race teams pit area will AUTOMATICALLY BE AT FAULT.

Harassment of officials, tow truck operators, safety crews, ambulance or fire crews will not be tolerated.

Verbally abusing anyone at the speedway will result in suspension from subsequent events. Physically abusing anyone on the Selinsgrove Speedway property (this includes pushing, shoving, verbal abuse, etc.) will be dealt with severely, with ejection and/or suspension for the balance of the season.

NO ALCOHOLIC beverages are permitted in the pit area, including the infield pit areas, until after the program's final checkered flag falls. Violators will be ejected for the program and/or suspended from future events.

As a reminder, the Selinsgrove Speedway is a private business that is open to the public when admission fee is rendered. YOU are expected to act in the manner prescribed by the Selinsgrove Speedway rules and in accordance to all the laws that govern the Commonwealth of Pennsylvania. If you are suspended from the Selinsgrove Speedway property and return to the Selinsgrove Speedway property prior to the end of suspension date, you shall be charged with Section 3503 (b) (1) (I-V) Defiant Trespasser in accordance to the Crimes Code of Pennsylvania.

General:

Drivers who do not attend the annual awards banquet will forfeit 50% of their point fund money.

Race teams have 15 minutes following the program's last checkered flag to pick up their pay if it is scheduled to be paid out that night. Otherwise it will be mailed or held until the next race date at the discretion of speedway management.

No radio communication of any kind is permitted between drivers and crews.

All drivers in all divisions are required to use a radio receiver capable of receiving frequency 454.000 for one-way communications from track officials. Receiver must be used any time the car is on the track.

No mirrors of any type permitted inside or outside the racecar.

Roadrunner main events will have a 30-minute time limit. Once the time limit is reached the next checkered, red or yellow flag will end the race. Time limit may be waived for special events or at the discretion of race officials.

Roadrunners will compete in a 12-lap main event only unless 18 or more cars are registered and in the pit area prior to the start of a racing program (can be waived by management). If 18 or more cars are registered and present the roadrunners will also compete in 4-lap heats (10 minute time limit per heat race).

Anyone deliberately delaying the racing program will be disqualified.

Race teams are not permitted to use devices that emit any type of light for sending signals to drivers on the track. This includes but is not limited to glow sticks, battery & electrical operated devices.

Pits & Miscellaneous Procedures

ENTRY ONTO GROUNDS AND FAN PARKING

Everyone must enter the grounds from either the upper Sand Hill Rd entrance or the Route 35 entrance. It is preferred that race haulers enter from Sand Hill Rd. The lower pit gate (former main gate) will remain closed until after the last checkered flag of the evening.

Haulers should stage 2 or more wide as the roadway permits and the first row should leave room between them and the gate for employees and emergency vehicles to enter pit area.

Opening time for pit gate may be earlier than normal for early season and special shows. Please check press release each week for details.

EXITING THE GROUNDS

Race teams leaving before the last checkered flag of the night must exit the pit area thru the main pit gate and exit the grounds using either the Route 35 or upper Sand Hill Rd gates.

Once the last checkered flag falls for the evening the lower Sand Hill Rd gate will be opened so that race teams can exit in either direction.

PIT PARKING

Pits are one-way, clockwise, at all times with the exception of the road behind the bleachers, which will be two-way for emergency vehicles only.

There are several spots where it will be difficult for rigs to make the turns to enter pit stalls. These stalls will be filled last and may require rigs to go counter clockwise to enter. This will be done only as needed and under direction of track officials.

Rigs should nose in center of vehicle on number plate. Pit stalls are all set at 15' in width. Stall length in the main area are 110'+, stalls along Sand Hill Rd are 80+ in length.

For regular shows, sprint cars should park along the chain link fence in the upper part of the pit area. Late models should park on the lower side of the white barriers. Roadrunners should park against the chain link fence in the lower part of the pit area. The upper side of the white barriers is for sprint car and late model overflow. Any small trailer as well as Roadrunner overflow may park in the grass area along Sand Hill Road.

Reserved parking may be available.

ENTRY ONTO SPEEDWAY FROM PIT AREA

All entry onto the speedway from the outside pit area must be done from the ramp. The only exception is for cars re-entering from the outside pit work area.

All entry onto the speedway from the inside pit area must be done via the front stretch access road.

Sprint teams are encourage to use 4-wheelers to bring their cars to the pit staging area as well as onto the track staging area where they will be picked up by push trucks. 4-wheelers should not go back down the ramp but should exit via the inside or outside crossover gates when safe to do so due to cars crossing the track from the inside to outside pit area or cars already fired on track.

Once it is safe to do so cars in the next event will be directed to stage on the track between the ramp and the crossover gate while allowing cars from the previous event to enter the outside pit area.

PIT STAGING AREA

Staging will be done at the bottom of the ramp. Cars should not go past the light pole or fence at the bottom of the ramp due to emergency access to outside turns 3 & 4.

EXITING THE SPEEDWAY

There will be no exiting the speedway by any of the outside openings during green flag conditions, all cars needing to exit the speedway under green, caution or at the end of an event must do so by one of the inside openings. Authorization may be given to a driver to exit the speedway via an outside opening under certain circumstances but authorization will only be given under caution and if safe to do so.

All cars must stop in the inside pit area before crossing over to the outside pit area unless directed by an official (hand signal, radio) to proceed across under power. This is being done in case cars have continued past the backstretch opening. At the conclusion of each event and when it is safe to do so the crossover will be opened to allow all cars access to the outside pit area.

There will be push vehicles inside the speedway to assist cars back to pit area as needed.

MISC

No person or vehicle will be permitted to cross over the racing surface until directed by track officials. Safety will be the utmost priority when deciding whether to permit crossing over.

Outside pit access to restrooms is via a gate located in front of the turn four VIP booth. In addition there may be portable units within the pit area.

Once the pit ticket booth is closed (usually at the conclusion of hot laps) no entry may be made to the pit area thru that gate. To enter the pit area once the pit ticket booth is closed you must purchase your pit pass at the general admission booth, enter the general admission area and proceed in front of or behind the main grandstand to the pit entry gate in front of the turn four VIP booth. If a race team hauler arrives after the gate is locked, security will make arrangements for entry.

The crossover will be opened prior to each divisions heat events and each divisions main event. (ex..if you wish to view a late model heat from the inside pit area you must cross into the inside pit area prior to the 1st late model heat. Once the first late model heat is rolling the crossover will not be opened again until all late model heats are completed.) Gates may be opened at other times as time permits.

OTHER PROCEDURES

Engine starts – all cars must exit off backstretch first time by

Conclusion of events – all cars must exit off backstretch at earliest time it is safe to do so.

Scales are still located along the backstretch

Fuel and parts are located near the lower pit gate.