



2023 STREET STOCK RULES

PLEASE NOTE. It is the driver's responsibility to look over and/or upgrade all personal safety equipment: a full containment seat, a head and neck restraint, a fuel cell with all of the proper check valves in place, a new fire suit including proper undergarments, gloves, socks and shoes that all meet the highest of safety ratings. It is highly recommended that all safety equipment meets the Snell 2015 rating and be SFI/I approved. Put Safety First.

A new tire program will be announced by the end of 2022. The program **WILL NOT** include tire soaking and/or any other types of tire tampering and **WILL** include an allotment of new tires available for individual drivers to purchase on each race night.

The General Rules applicable to all classes and drivers follow at the end of the class specific rules.



- 1. BASE WEIGHT.** The minimum weight before qualifying or any race is 3100 pounds including the driver race ready; with a **maximum** 58.000% left side weight.
- 2. TIRES.** Hoosier 800 Series. **Tire soaking and/or any other types of tire tampering is prohibited.** Steel 8" racing safety wheels with 1" lug nuts. Tread width will be 78" measured with toe plates.
- 3. FRAME.** The minimum wheelbase is 108". Wheelbases measuring 105-107 inches will be allowed but must meet a minimum weight requirement of 3200 pounds (including the driver race ready) and a maximum of 57.000% left side weight. Five inch minimum frame height off the ground. Rear wheel drive OEM frames only. No fully fabricated chassis of any kind. Frame rails may be channeled or boxed in. Cars with stock frames that have the front and rear subframes both attaching to the main frame rail in a conventional manner will have a base weight of 3100 pounds. Overly modified stock frames are subject to a 100 pound weight add on. No underslung rear frames.
- 4. CHASSIS.** Stock OEM frame from spring pocket to spring pocket. 2" x 3" steel tubing extending front and rearward to support bumpers is permissible. All cars must have OEM rear stock upper trailing arm crossmember in place where the upper trailing arms connect. A 4-post roll cage with 4 driver side door bars with a 10" x 30" x 0.125" door plate is required. Center section of roll cage to be constructed out of 1.75" round tubing 0.090" thick. Full front and rear hoops required; however, smaller lighter tubing is permissible in this area.
- 5. BODY.** All bodies (see rules below) will be OEM stock appearing from front to rear with full unaltered Monte Carlo roof and street stock nose and tail pieces. These bodies will have the top OEM portion of the fenders and quarter panels in steel; the remaining sides of the car can be aluminum. The 3100 minimum weight rule applies to this body.

A car choosing to run a stock appearing car with an unaltered full-size Monte Carol fiberglass roof, street stock nose and tail piece can run an all-aluminum body. This car must still remain a stock appearing body. This body will have a 75 pound weight add on.

All A, B and C pillars on any of the body choices must go to the outer edge of the body.

The following are a measuring guideline for the 1988 Monte Carlo steel bodies; they should be viewed as guidelines, not as a template. The measurements will be used as a guide to keep the Monte Carlos in check as well as providing a guideline to keep other-bodied cars more in line with the Monte Carlo.

- ✿ Rear quarter panel maximum height off the ground ----- 37” maximum
- ✿ Bottom of the tail panel/bumper up from the ground ----- 17” maximum
- ✿ Front edge of the fender where it meets the nosepiece ----- 29” minimum
- ✿ Continuous body rake on the front fender ----- 3.5” maximum
- ✿ No two-piece fenders that run relatively flat and then angle sharply down over the top of the tire
- ✿ Side window opening height ----- 15” minimum
- ✿ Roof height (measured back 24” from the windshield) ----- 50” minimum
- ✿ Windshield angle ----- 35 degree maximum
- ✿ Front or back edge of the roof will be no more than 1” higher or lower than the center (24” back from the edge) of the roof.
- ✿ No body panel or nosepiece will be lower than 5” off the ground (measured with driver in the car). Rub rails are allowed with no sharp edges or fasteners.
- ✿ **All aftermarket nose pieces will be unaltered and uncut; this includes the side of the nose piece that wraps around toward the tire.** The uncut nose piece will be the guide to keep nose pieces mounted straight up and down, not laid back. If the nose piece is cut in any way, drivers will run with no spoiler and 100 pounds of extra weight until a new nose piece is installed.
- ✿ Camaro quarter panels will rake down 3-4” like a stock body does; not level or sloped upward. The tail panel will be fully enclosed down to 17” maximum from the ground.
- ✿ For older cars that were not manufactured with tail panels and nose pieces, Kalamazoo Speedway will exercise a bit more flexibility on the nose and tail panels; however, the minimum and maximum heights will be in line with the '88 Monte Carlo bodies. Drivers choosing not to run the nose and tail panels will be starting with a 3” tall spoiler. Depending on measurements, this could be reduced to running with no spoiler. The tail section of the older cars must be fully enclosed and measure a maximum 17” to the ground.
- ✿ All cars will have an unaltered Five Star or equivalent nose and tail piece. No flat homemade rear tail pieces will be allowed. There will be no gaps or overlapped panels that will let air escape. Mount these tail or nose pieces as they were intended to be mounted in a stock fashion. The same thing goes for the material joining fenders to the nose piece. An aftermarket Camaro nose piece can only be run on a full stock matching bodied Camaro.
- ✿ All cars with stock appearing bodies will be allowed a 5” x 60” flat clear spoiler centered – a 1” rear racing spoiler lip is permissible. Innovative bodies with sloped roofs and long windshield angles will not be permitted to run a spoiler and may carry extra weight as well.
- ✿ All truck bodies require a back window, a flat tonneau cover up to the top of the bed and have minimal rake on the bed. No spoilers of any kind on a truck or a wagon body. Any truck or wagon body will not have any body panel acting as a side board. There will be no truck caps or no side windows of any kind on any wagon bodies.
- ✿ All Street Stock will retain windshield posts which will be steel, fiberglass or aluminum. No wrap around windshields of any kind. No stretching the pillars out to achieve more roof or windshield angle. Roof and windshield angles are to remain close to OEM measurements.
- ✿ Install the bodies level and to spec. Weight penalties or the no spoiler policy may be assessed for bodies built outside of the stock appearing rules, as determined by officials. It is permissible to be semi-creative with a street stock body; however, the front, the rear, the roof and the windshield angles must be relatively close to matching that car body. No mixing and matching of car bodies from front to rear. Rear quarter panels must remain relatively close to that of stock body measurements. Any cars with extra rake built into their bodies will lose the spoiler and adding weight.
- ✿ No body panel or nose piece will be lower than 5” off the ground (measured with driver in the car). Rub rails are allowed with no sharp edges or fasteners.
- ✿ A Lexan windshield is mandatory. No rear windows allowed except on truck bodies where a rear window is required. Rear opera windows are permissible. The front side window panel will not exceed 12”

(measured from the bottom of the windshield post along the top of the door then 90 degrees back up to the windshield post).

6. SHOCKS AND SUSPENSION.

- ✿ No bump stops of any kind.
- ✿ Rear trailing arms can be OEM or manufactured. Adjustable heims are permissible; however, the frame mounts and the rear end mounts will remain stock and in stock location. Top trailing arms are to be within 1" of the OEM measurement and will be mounted in the stock location (the top two trailing arms will be mounted on top of the center section housing; not down on the tube of the rear end).
- ✿ All remaining suspension parts will remain stock, be in the stock location and be mounted in the stock angle with the exception of the front shocks which can be mounted outboard. Rear springs and shocks must be stock appearing and in stock location. Heims ends are allowed only on shock ends, rear trailing arms and in place of front tie rod ends. Sway bars must remain stock (no splined sway bars) but may be mounted above or below the control arms. Threaded rod adjustments on the A-frame are permissible. Rear and/or front load bolts are allowable. Aftermarket tubular upper A-Frames are allowed. A-frames will have stock ball joints. Upper A-Frame mounts may be modified and be within 1" of stock location.
- ✿ All shocks will be steel non-adjustable. No canister shocks of any kind. No internal bump stops of any kind. No Schrader valves. All shafts must fully compress into the shock body. All cars running a welded body shock on all four corners (ProWB, Afco Series 10, etc.) may deduct 75 pounds off the body weight.
- ✿ All spindles must be cast steel and must accept the OEM size bearings as well as stock type calipers and rotors.

7. ENGINES/DRIVE TRAIN.

- ✿ Engines must be stock appearing, all cast iron block and heads and in stock location. Cast iron or aluminum intake. Cast iron exhausts manifolds or headers are allowed with 3" maximum exhaust tubing. The carburetor will be a single 2 or 4 barrel with a maximum 1" store bought adapter or spacer. HEI ignitions/distributors or MSD ignition boxes are permissible. Engine setback to be 2" measured from the number one spark plug to the ball joint.
- ✿ OEM automatic or standard transmission with a minimum 7.25" clutch. No Bert, Brinn or equivalent type transmissions allowed. Stock style OEM rear ends only; four link suspension only. A steel 9" Ford is permissible with 4 link mount. No quick change rear ends or aluminum rear end components of any kind. A 2" inspection hole must be cut in all bell housings so the clutch can be easily seen. No reverse mount starters of any kind. Rear ends must be locked; no Gleason or equivalent.
- ✿ No dry sumps of any kind. No external oil pumps; accu-pumps are permissible.

8. BRAKES. Aftermarket brake pedals and or master cylinders are allowed. Aftermarket brake calipers are allowed. Rear disc brakes are permissible. An aftermarket gas pedal is highly recommended. No in cockpit adjustments allowed. A brake bias adjuster is permissible. All pedals will be in a relatively stock location and the driver will be seated relatively in stock location.

9. COCKPIT. The full floorboard and front firewall may remain stock or be fabricated. A fabricated foot box must have sides and bottom that are a minimum thickness of 1/8" steel. No thin gauge sheet metal foot boxes will be allowed. The passenger side sheet metal/floorboard will remain low next to the driver going over to the right side frame rail.

10. FUEL CELL. Fuel cells are mandatory with an 8" minimum ground clearance. A fuel cell guard behind the cell with two forward braces is required. Any plating of the frame around the fuel cell is permissible. Stock rear frame rails may be replaced from behind the spring pockets rearward to the bumper with 2" x 3" steel tubing.

Please send your tech questions or concerns to gary@kalamazoospeedway.com and it will be forwarded to the applicable personnel for response.



All drivers are responsible for knowing the General Rules for racing at Kalamazoo Speedway; they begin on the following page.



GENERAL RULES

A. SAFETY

1. It is the driver's responsibility to look over and upgrade all personal safety equipment: a full containment seat, a head and neck restraint, a fuel cell with all of the proper check valves in place, an up-to-date fire suit including proper undergarments, gloves, socks and shoes that are SFI/I approved and Snell 2015 rated are highly recommended. All cars will be equipped with a minimum 5-point seat belt harness with 3" wide belts. All belts should be properly mounted and should be no older than 3 years.
2. A taut driver's side window net with quick release is required.
3. Driver must be able to enter/exit both doors through window openings.
4. Rear windows must be completely see-through (no decals or lettering).
5. An approved headrest will be located directly behind the driver's head with the driver normally seated.
6. All roll bars near driver must be well padded.
7. All foot boxes and firewalls (if applicable) must be steel, recommended 22 gauge minimum.
8. All cars will have jack stands in use when anyone is working under a car.

B. RACE RULES

1. Noise Abatement. There is a 100 decibel noise limit on all cars. NO EXCEPTIONS. All cars in all classes will have working mufflers.
2. RACEceivers. Mandatory any time a car is on the track. Failure to have a working RACEceiver may result in the driver being black flagged from that event.
3. Transponders. It is the driver or crew's responsibility to pick up and properly secure the transponder (in a protective mounting pouch) to the car. Cars entering the track without a transponder will be black flagged and will not be allowed back on the track until the transponder is in place. Transponders must be mounted a) on the rear end of the car, b) opposite where the exhaust exits, c) in a vertical position; and, d) with the opening flap to the top. There must be no metal or suspension parts directly below the transponder.
4. Radios/Electronic Communication Devices. No electronic communication devices are permitted in the car or anywhere on the driver.
5. Traction Control. Traction control devices are illegal at Kalamazoo Speedway. Penalties for this infraction will be loss of earned payout for the event, loss of all points accumulated for the season, and up to a one-year suspension from participating at the track.
6. Tire Soaking/Tampering. Tire soaking/tampering is illegal at Kalamazoo Speedway. Routine testing of tires may occur over the course of any season. If the certified lab results show the tire sample submitted has been altered, the driver will forfeit their earned payout and points for the night the sample was taken as well as receive a four-week suspension from participating in the next four events scheduled for that class. The driver will be fined \$500 which must be paid before being allowed to race again at Kalamazoo Speedway. If the tire sample submitted is found to be clean, all points, money and a new tire will be given to the driver. Drivers refusing to allow a tire to be confiscated by the track for testing will forfeit his/her pay and points for the night and incur a four-week suspension from participating in the next four events scheduled for that class.
7. Specifications.
 - a) All fuel cells in all classes will be 8" off the ground or be 100% above the frame rails. There are no exceptions. All fuel cell caps shall have the car's number on them.
 - b) No mirrors of any kind.

- c) Lead ballast will be painted white with the car number on each piece. No cement, mercury, or liquid style weight is allowed. All weight will be securely bolted to the car.
 - d) Drive shaft hoop required on the forward half of the drive shaft. Drive shaft must be painted either silver or white.
 - e) All cars must be equipped with a working starter.
 - f) The battery must be located behind the driver's seat and be securely mounted and covered.
 - g) No clip-on wheel weights of any kind; all wheel weights must be removed.
 - h) Any rub rail will have all sharp edges removed or mitered back and will be attached with smooth fastener heads.
 - i) No antifreeze in radiators. Environmentally friendly coolant or lubricant, such as Water Wetter is allowed.
8. Entering the Track. Cars in the infield may only enter the track from the front stretch as directed by the pit steward.
9. Changes Impacting Tech. Drivers are responsible for notifying the head tech official immediately if something is changed on the car that would put the car in a different weight category. Drivers caught under this scenario in any type of post-race tech, may lose earnings and points for the entire event. This same penalty applies to anyone changing something on their car after going through tech (changing carbs, raising spoiler height, etc.).
10. Qualifying.
- a) The Speedway uses group qualifying for all weekly classes. From time to time, single car qualifying may be employed; this will be noted on the event schedule.
 - b) Any driver may only qualify one car per class. No car will be qualified by more than one driver in any class. A completed qualifying session for any driver is when the driver takes the green flag and completes one qualifying lap. After this point, the driver is eligible to make a driver/car change per the rules, but cannot jump in another car to requalify for that event.
11. Drivers/Cars Not Qualifying. Generally, if any driver/car does not qualify they will start at the tail of the feature, unless there are enough cars for a last chance race; then the driver would start at the tail of the last chance. The driver will start on the tail of the fastest heat when heat races are on the schedule. Break out times for drivers not qualifying will be set to match the break out time of the fastest car in the applicable race. When a driver's time exceeds their break out time in a heat race the time will be reset according to the break out time rules. Final placement in a race for non-qualifiers; however, will be at the sole discretion of the promoter.
12. Driver and Car Changes.
- a) Whoever drives the first lap of any qualifying session is the registered driver of that car for the entire event. The correct driver, correct car number and the correct class must be provided at the time a transponder is picked up. If a driver misses their qualifying session and is starting scratch at the tail of a heat or feature race, that driver will be the registered driver. A driver change may be made by first notifying officials (in person) in the infield scoring tower; however, switching driving duties back and forth is not permitted.
 - b) Driver and car changes are permitted only prior to the official start of a race. The official start of a race is when the field enters the track and goes on the front stretch. When determining the official start, one lap does not have to be completed. However, scoring for position does not begin until one green flag lap has been completed. All cars' engines must fire and run one complete lap in order to receive start money and points. After that point, no change of drivers is permitted.
 - c) Any drivers making a change will go to the tail of the field in the lesser race for which the driver/car combination is qualified (e.g., if the driver is qualified for the A Feature and the car is qualified for the Last Chance, the car with the new driver will start tail of the Last Chance). Points earned will be awarded to the driver starting the race.
 - d) Failure to notify officials of a change in driver will result in the driver of record for the car (the driver whose name is associated with the transponder for the car) and the substitute driver (when the driver is also competing in any other race during the night) losing all pay and points for the night. Both drivers will be suspended for the next night in which the class or classes are scheduled to race. If races are called off for the next night when the suspension is scheduled to be served, the suspension will be served at

the next night when the class or classes are scheduled to race. Should the rule be broken at the end of the season, the suspension will be served the following season.

13. Feature Length. The number of laps for each race event is listed on a published event schedule. The schedule is subject to change based on racing conditions and features, at the discretion of the track promoter, may be shortened by 5 laps if there are less than 12 cars in a feature.
14. Setting the Field. Based on qualifying times, line-ups for heat races, last chance races and features are set. Heat races are fully inverted. Features for the Outlaw FWD and Zoo Stock are fully inverted. Features, including last chance races, for the rear wheel drives are fully inverted when there are 13 cars or less in a feature. When there are 14 or more cars, the inversion is determined by a roll of 1 or 2 dice plus a number identified in advance.
15. Line-Ups. If a driver refuses the official's order to take a certain position on the track (i.e., go to the tail of the field, drop back in the field, etc.), resulting in a delay of the race, s/he may be black flagged. If the actions by the driver continue to be inappropriate as seen by the race officials, that driver may lose their points and earnings for that event, as well as face a possible suspension from future racing events. If a driver fails to follow instructions to advance in the line-up following a caution, the race will return to green with the driver in the more rearward position.
16. Initial Lap of a Race.
 - a) To reduce reckless driving on the first lap of a race, if there is an obvious car/driver(s) that is the cause of the yellow flag, that car/driver(s) may be sent to the rear of the field.
 - b) On a yellow or red flag that happens at the start of a race, any car(s) that enter the pits will go to the tail of the field, even though a full lap has not been completed. On a red flag, a driver may exit their car to check their car over; adjustments are limited to those made by the driver without any tools or assistance from anyone in the infield. The driver must be back in their car ready to go when the yellow flag comes out. Violation will result in the car being placed at the tail of the field.
17. Accidents During a Race. If a car is involved in an accident and can no longer keep going and no extenuating circumstances exist such as smoke or fire in the cockpit, the driver must not loosen any personal safety equipment or exit the vehicle until directed to do so by safety personnel or a track official. Under no circumstance will a driver get out of their car to run down on the track to send hand gestures or throw anything at another car or person.
18. Personnel Restrictions on the Track. At no time shall any non-competing member, crew member, owner or other person associated with a race car be permitted on the racing surface following the start of a race and prior to the completion of a race without the express permission of a track official. Violation may result in the car being placed at the rear of the field or disqualification. This rule is in place for crew members' safety. During a red flag or lengthy caution period, one crew member may be allowed on the track at the sole discretion of track officials.
19. Restarts.
 - a) For any lineups during the race, officials will line up cars based on the computer scoring of the cars from the most recent completed lap, unless any obvious exceptions occur (transponder didn't pick up, etc.). The car(s) causing the caution flag will be put to the tail. On the last lap and ONLY for the victory, officials will use all necessary means (scoring system, videos, photos, etc.) to determine the winner.
 - b) There is a start/restart box located in turn 4. On any start/double file restart the front row cars must be side by side when they get to the box. At that time the leader (control car) may decide to start at any time before the end of the box. If the leader gets to the end of the box and has not accelerated, the flagman will throw the green at that time. The same rules apply to single file starts, with the obvious exception being that the top two cars will not be side by side. If a driver fails to adhere to the start box rules they may be placed at the tail of the field.
 - c) For specifically designated events, restarts will be double file. The leader will choose their lane and the second place car will fill the other position on the front row. Starting with 3rd place on back odd numbered positions will line up on the inside and even numbered positions will line up on the outside. In the event there is a car being sent to the tail, a lucky dog and a car coming out of the pits, they will be lined up in that order. All cars on the lead lap will restart ahead of all lapped cars, provided they are on the track when the double up is called for by the race director. Lapped cars will line up behind the lead lap cars in the order they were running on the racetrack at the time of the caution, not necessarily in the order they were running in the race.

- d) Mad Dog restarts may be used from time to time for all rear wheel drive classes. After a caution, the field will line up single file. Once the field is set, officials will radio all drivers alerting them to choose their lane. Once the field is on the approach to the finish line, starting with the first car in line and then following in order, each driver must choose either the inside lane or outside lane. If a driver knocks over the cone, the driver will be moved behind the last lead lap car in the longest line for the restart. After selecting a lane and moving past the cone, pull up next to the first car without a car to its left (or right). Drivers must stay in that row for the restart or be penalized a lap. In the event there is a caution before a full lap is completed on the restart, drivers will be lined up single file in the order they were on the last completed lap and try it again. If a driver is not on the lead lap, the driver will restart at the tail of the longest line, not doing so will result in a one lap penalty.
20. Lucky Dog Free Pass. When the double file restart is implemented, the Lucky Dog Free Pass (Pass) will be used as well. The top running eligible lapped car at each caution will receive the Pass. A car is not eligible to receive the Lucky Dog Free Pass when, in judgment of the officials:
- The car caused the caution;
 - The car was in the pit area when the caution came out; or,
 - The car has been penalized with a discretionary call. In the case of a discretionary penalty, it will be made known to the competitor, at the time the discretionary penalty is imposed, that the car will not be eligible to receive the Pass to make up the penalized lap(s). Transferring the Pass will only occur when the first eligible car becomes ineligible to receive the Pass because of a discretionary penalty, because the car pitted under the caution or because the first eligible car is not in competition at the time the yellow flag is displayed. Then the Pass will be transferred to the next eligible car. There will not be a lucky dog on a false start.
- In the event there is a caution car, a car coming out of the pits and a Pass car, they will be lined up in that order.
21. Break Out Rule. Each driver has a break out time. The break out time is the driver's qualifying time less two- to five-tenths of a second (interval dependent upon class). If during any race a driver runs two laps under their break out time, the driver will be black flagged. If this occurs in a heat race, the driver is done for that race; the driver's breakout time for the feature will be reset based on the heat race. A driver will never be moved into the inversion. If this happens in a feature or last chance race, the driver must exit the track into the main infield off the backstretch and slowly drive up the make ready chute. The driver must stop until an official releases the car to rejoin the race at the tail of the field. At that point a driver is exempt from breaking out again. Drivers choosing to start at the tail of the race, are not exempt from breaking out.
22. Time Limits. Every race (with the exception of the main event for the program) will have a time limit of one minute per lap; however, no race will be called official before reaching the halfway point. If a race has reached its time limit and half of the race or more has been completed the next caution will end the race. Final scoring will revert back to the last completed lap with the caution car(s) being moved to the tail of their lap. If the caution is out when the time limit is reached and half of the race or more has been completed then there will be one more attempt to complete the race; the next caution will end the race if it comes before the scheduled distance. A race will not end as a result of a caution for a false start.
23. Program Cancellations. In the event that weather or some other factor causes the program to be cancelled the following apply.
- Any race underway will be considered complete and official if it has reached the halfway point.
 - Points will be given for all completed events. For example, if qualifying was complete, 2 classes had run their heats and the third class had run one of their two heats then complete points would be given for qualifying and the heat race points for the classes that completed their heat races. Heat points would not be given for the class that only completed one of their two heats.
24. Caution Following Checkered. In the event that one or more cars cross the finish line and receive the checkered flag and then a caution comes out, the race will be considered complete. The race will then be scored as follows:
- The cars that have crossed the finish line and received the checkered flag will be scored in the order they crossed the line;
 - The cars that did not cross the line before the caution lights came on will revert back to the last completed lap for their scoring (provided they cross the line under caution and take the checkered flag)

with the exception of the car(s) that caused the caution and/or any car that did not maintain a reasonable speed on the last lap.

- c) Car(s) directly involved in the caution will be placed on the tail of the lap they were running.
- 25. Rookie of the Year. To be eligible for Rookie of the Year in any class, a driver cannot have competed in the class for more than 4 events per season over the past 5 seasons or 15 events over the previous 4 years. Drivers who have competed in a higher class for more than 4 events per season over the past 5 seasons or 15 events over the previous 4 years and moved to a lower class will not be considered for Rookie of the Year in the lower class.
- 26. Scoring of Ties.
 - a) Ties in qualifying will be broken as follows:
 - 1) Driver with the highest 2023 driver point standings (except on opening night, where a tie will be broken by the 2022 driver point standings).
 - 2) Coin flip (2 drivers) or a blind draw (3 or more drivers).
 - b) Ties in the point standings will be broken as follows (only point races are counted):
 - 1) Number of feature wins, 2nd place finishes, etc.
 - 2) Number of qualifying 1st places, 2nd places, etc.
 - 3) Number of heat race wins, 2nd place finishes, etc.
 - 4) Coin flip (2 drivers) or blind draw (3 or more drivers).

C. DRIVER/CREW CONDUCT AND CONDITIONS

- 1. All drivers must be at least 14 years of age with a valid driver's license, ID or birth certificate and have a minor participant form notarized and signed by a parent or legal guardian. Drivers under this age may seek a special exemption from the Speedway Promoter.
- 2. No alcoholic beverages, marijuana or controlled substances are to be consumed before or during races by anyone entering the pit area.
- 3. Kalamazoo Speedway officials reserve the right to not allow the entry of any person, driver, or car into the pit area.
- 4. General misconduct in the pit area may result in penalties, suspensions, fines, or the matters may be turned over to the proper authorities for legal action.
- 5. Rule changes or interpretation of rules is at the discretion of track officials.
- 6. The decision of track officials is final.
- 7. The driver assumes responsibility for the actions of his or her pit crew. Drivers may be issued penalties for pit crew misconduct. Such penalties, if applied, may extend to both the car as well as the driver.
- 8. All drivers and teams are expected to act professionally and courteously while at the track as well as on non-race days during the season. Speedway officials ask that drivers and teams be fair and considerate on social media to all involved parties of any racing or other incident. Drivers are the stars of the Kalamazoo Speedway and are followed by thousands of followers, many of whom are children. The use of improper language or gestures as well as negative social media postings may result in suspensions from participating at Kalamazoo Speedway.
- 9. Physical or verbal abuse and/or use of improper gestures directed at any Kalamazoo Speedway official, other competitors or fans is prohibited and subject to suspension, loss of points and earnings for that event.
- 10. Unsportsmanlike driving, rough driving, swerving and/or unnecessary bumping during a racing event, a caution flag or after the checkered flag has been displayed is prohibited and may result in removal from a race, loss of points and/or earnings. Flagrant and/or repeated unsportsmanlike conduct on the track or in the pits may result in suspension. This suspension may span the off season and be completed in the following season.
- 11. Fighting in the pits or on the racetrack premises at any time is prohibited and the participants involved may be subject to suspension, loss of points or earnings for that event. Suspensions will be strictly enforced for fighting or any other acts the management of Kalamazoo Speedway deems inappropriate. When situations warrant, matters will be handed over to the Kalamazoo County Sheriff's Department to be prosecuted to the fullest extent of the law.
- 12. Kalamazoo Speedway reserves the right to deduct from a driver's earnings any fees owed to the track for any safety systems, pit stalls, track rentals, tires, race fuel, etc.

- 13. Kalamazoo Speedway officials reserve the right to request a doctor's release at any time for a driver to participate at Kalamazoo Speedway.
- 14. Drivers are expected to remain current on rules and/or policies which may change over the course of a season. Changes will, minimally, be posted on the Speedway website.

RULE BOOK DISCLAIMER. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury to or death of a participant, spectator, or official. The race director or his representatives shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his or her opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation of or deviation from these rules is left to the discretion of the officials. **PLEASE UNDERSTAND THIS SPORT IS DANGEROUS.**

Driver Signature _____ Date _____

Driver Printed Name _____