

LAKE OZARK SPEEDWAY

RULES, REGULATIONS AND RACE PROCEDURES

These rules are in effect as of **April 1st, 2019**.

PART ONE – GENERAL / SAFETY:

It is the express intent of LAKE OZARK SPEEDWAY (herein referred to as LOS) and staff to provide an enjoyable safe atmosphere for racers and the public to witness exciting racing competition. The spirit and intent of the rules is the standard by which LOS events will be governed. It is the responsibility of each participant to read and understand the contents of these rules. LOS reserves the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the LOS officials shall prevail. All drivers, owners, mechanic's or pit crew assume full responsibility for any and all injuries sustained including death or property damage during anytime they are on the track premises or in transit to and from the track facility. LOS officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements. The rules and/or regulations set forth herein are designed to provide for the orderly management 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 compiled with these rules. No pretense is made for having designed a foolproof set of rules and regulations. LOS officials with consultation of the Competition / Race Director can and will remove a spectator, disqualify a race car (driver and team) or anyone that makes a willful attempt to violate the spirit and intent of these rules. Race Director will act upon any situation not specifically covered by these rules and procedures set forth herein and management reserves the right to make changes, additions and/or deletion of these rules deemed necessary to allow for a more competitive program for racers and spectators. Anyone paying for admission to a racing event are always expected to conduct themselves in a respectful manner. Actions on or off the track deemed by officials to be detrimental to the sport or speedway will be dealt with severely. Consequences for fighting, cheating or other actions deemed inappropriate may include fines, probation, suspension, deduction of points or any combination of the above.

GENERAL SAFETY:

NO EXPRESSED 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

ADMINISTRATION OF RACING ACTIVITIES AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO A PARTICIPANT OR GENERAL PUBLIC.

Safety has always been the top priority at LOS. To ensure we provide the highest quality family fun, in a controlled and safe environment, we are constantly reviewing our track maintenance and safety policies. There shall be no outside alcoholic beverages, drugs or firearms will be allowed within the confines of Lake Ozark Speedway. There shall be no standing or loitering along track fencing during any green flag competition.

GENERAL SEVERE WEATHER SAFETY: If severe weather strikes during a LOS event here is some important information: LOS does not provide adequate protection from extremely high winds, tornadoes or lightning.

- Personal protection is everyone's responsibility.
- Be proactive. Know your plan. Plan what you, your family and friends will do if severe weather approaches.
- Monitor the weather closely and take necessary precautions to ensure your safety.
- There is no approved tornado shelter at the LOS Raceway or Miller County Fairgrounds.
- The American Red Cross recommends that if you are caught outdoors and cannot quickly access a shelter, it is best to get into a vehicle and buckle your seat belt until you are able to get to the closest shelter.
- The American Red Cross recommends that if you are in a vehicle and flying debris occurs, stay in the car with the seat belt on. Put your head below the window level and cover your head with your hands.
- LOS Raceway will provide information on weather related events through the public address system and through Facebook and Twitter updates.

GENERAL ON TRACK SAFETY OPERATIONS:

- **Only Fire / Safety / Recovery vehicles** will be parked in the in-field portion of the track.
- Fire / Safety / Recovery vehicles will be under the direction of the Lead Fire/Safety Official (herein referred to as LFSO). One fire vehicle will be parked near Turns 1-2. All other vehicles will be parked in the Turns 3-4. They will be aligned in an orderly fashion at a 45-degree angle facing the front stretch facilitating entrance on to the racing surface with the direction/flow of traffic.
- Fire / Safety / Recovery vehicles entering the racing surface will enter with the flow of traffic and stay on the low side until being able to safely merge with moving race cars.

- Only one recovery vehicle will enter the racing surface unless otherwise called for by the LFSO.
- **ALL** personnel entering the racing surface shall wear **High Visibility Vest/Clothing** when on the racing surface.
- Push vehicles parking in the infield area will be at the discretion of the Race Director. Ideally once a push truck is finished with all push start activities on the track, they should **EXIT the track in Turn 3** and proceed to Turn 4 staging area to prepare for the next race or push any car that requires a push start following work in the hot pit area.
- In the event push vehicles are allowed in the in-field area they shall be parked in an orderly fashion facing North/South in the designated area behind Victory Lane West of the center-line of the in-field area.
- **IN-FIELD AREA** is primarily designated for Fire / Safety / Recovery vehicles and a safe area for drivers to exit the track with or without power.
- The cross-over lane will always remain clear. Drivers may come to rest on either side of the cross over lane but not on the cross over lane.
- Should a driver require exiting the racing surface to the in-field area they should follow the directions of any track official (if present); exit in a controlled manner and come to a complete stop.
- Drivers shall not block or impede the path or movement of any Fire / Safety / Recovery Vehicle in the in-field.
- A driver may re-enter the racing surface from the in-field area at the direction of a LOS official.
- Drivers may not use the in-field area as a cut through or short cut during racing competition.
- **HOT PIT / WORK AREA** is designated in the pit area off Turn 4 near the entrance to the track.
- Drivers are allowed Two Minutes upon entering the work area to complete any work initiated and be allowed to re-enter the race at the direction of the LOS official in Turn 4 in consultation with the Race Director.
- Repairs may be made in the “Hot Pit Area” only. Crew members are not allowed to touch any part of the competing race car until it has come to a complete stop in the Hot Pit Work Area.
- Time starts once the competing race car comes to a complete stop in the Hot Pit Work Area.

- A driver may not re-enter the racing surface once the Green Flag has dropped signaling the start of the race and / or two minutes has expired.
- **SPRINT CARS** entering the track at the beginning of their respective race will enter the track from the track entrance in Turn 4 and proceed on the bottom of the track. The cars should properly space themselves accordingly with the first cars going to the entrance of Turn 1 before stopping and engaging the direct drive.
- All push vehicles stage on the low side of the racing surface.
- At no time shall a push vehicle enter above mid-line of the racing surface to start a sprint car prior to any race.
- Only LOS recovery vehicles will enter above mid-line of the racing surface to restart any car requiring push start.
- Once fired the sprint cars will move at idle speed on the high side of the track until all cars have been started.
- This will alleviate push vehicles from crossing the track in front of cars that have already fired and are under their own power.
- At no time shall a non-LOS recovery push vehicle extend above the center line of the track to push start a car at the beginning of any race.
- **On track incidents:** During any on track incident the Lead Fire Safety Official (LFSO) will serve as on scene commander for the incident. The LFSO will be in constant radio communication with the Race Director (aka Competition Director) reporting status of incident/race car and estimated time of clearing the track.
- **At no time will a crew member, family member or fan enter on to the racing surface in response to a crash on the race track.**
- It is **NOT** the responsibility of any track worker or Fire Safety personnel to determine the race worthiness of any car during any incident. If a driver has a question regarding the race worthiness of their car, they may elect to go to the work area for consultation with their pit crew or exit their car once it is placed in the in-field.
- If a car comes to a stop on the racing surface requiring assistance the driver has two options. Both are signaled by the safety window net.
- **Window net UP** is an indication the car can be pushed, and the driver will declare to the responding LFSO if they need a push for restart or to the work area.
- **Window net DOWN** is an indication that the car is need of tow by a recovery vehicle.
- A driver may **ONLY** exit the race car while on the racing surface under two conditions: **when the race car and / or driver is on fire and when directed by Fire/Safety personnel.**

AT NO TIME SHALL A DRIVER RELEASE THE SAFETY HARNESS NOR EXIT THE RACE CAR TO INSPECT AND/OR ENGAGE ANOTHER DRIVER DURING YELLOW FLAG CONDITIONS WHILE ON THE RACING SURFACE. RELEASING THE SEAT RESTRAINTS IS AN INDICATION THAT THE DRIVER NO LONGER HAS AN INTENT TO COMPETE IN THAT RACE AND WILL NOT BE ALLOWED TO RE-ENTER THAT RACE.

Minor Incidents:

- For minor incidents the driver has the option to be pushed/towed to the work area or to the infield until the completion of the race.
- Every effort should be afforded to those involved to clear themselves of the incident. If a car requires the assistance of a recovery vehicle the LFSO will communicate with the Race Director and recovery staff. Recovered cars will be towed to the infield first and **IF** time permits and with the Race Director approval the car may be taken to the pit area.

Single car Incidents:

- Only one recovery vehicle will enter the racing surface to recover single vehicle incidents.
- Fire Safety personnel will monitor the incident for potential hazards.

Multi-car incidents:

- For multi-car incidents where more than one recovery vehicle is required, the recovery vehicles will stage short of the incident and wait to be directed in by LFSO. Cars will be cleared one car at a time until all cars have been removed from the racing surface.
- Recovery personnel are responsible for connecting to the car for recovery. LOS will not be responsible for any damage to any car that has to be lifted by LOS Recovery vehicle to remove them from racing surface or loading of damaged cars onto trailers.

PART TWO – RACER SPECIFIC:

PLEASE READ AND UNDERSTAND THESE RULES IN THEIR ENTIRETY. IF YOU HAVE ANY QUESTIONS ASK NOW, NOT AFTER AN INCIDENT HAS OCCURRED.

The decision of the track officials in coordination with the Competition / Race Director is final. No exceptions. All disputes developing as a result of track rules must be settled at the track before departing at the conclusion of racing events for the night. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of said official. His/her decision is final.

CONDUCT: These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. All participants, guests and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury. The participants, guest and crew members voluntarily assume these risks.

- Racers and Race Team Members at the LOS will always maintain an appropriate and professional personal code of conduct. If this rulebook does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. The LOS official can and will disqualify a race car in violation of the spirit and intent of these rules.
- No part is deemed to have been approved by LOS by passing through prior technical inspections. LOS Officials shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements at the discretion of the Competition Director. Illegal parts, discovered during technical inspection, may be retained by the track.
- Drivers shall be responsible for the conduct and actions of the entire pit crew/guests.
- The driver shall be the sole spokesperson for car owner.
- No one other than the driver will be allowed to take part in any arbitration with officials on any matter. Any violation will result in disqualification and loss of all points for the night and possible suspension.
- **Unsportsmanlike conduct** and/or verbal assault may result in suspension. Any driver, crew member, owner or associate of a race team that uses profane language or gestures of profanity to any track official will be disqualified for the night, loss of points, and suspended from the race facility for a period to be determined by Senior track officials. No exception for anyone.
- **Absolutely no fighting** allowed on or around track premises. Legal action may be taken. There will be an automatic 2-week suspension for anyone who physically or verbally abuses any driver, crew member, track official or race fan.
- **Entering another Race Team's Pit area** for dispute will not be tolerated. Absolutely no driver, crew member or anyone associated with your race team can enter another race team's pit area to engage in a verbal or physical dispute. Penalty is 2 week suspension and loss of all accrued season points and winnings for the night. The driver and all involved are subject to this penalty and suspension.
- **Rough driving** may, at the discretion of the track officials, result in suspension based on the severity of the incident. Any driver who retaliates on or off the track will

be disqualified and 2-week suspension will be issued. Any driver intentionally using his/her vehicle in a malicious manner will result in a minimum two-week suspension at the discretion of the officials.

AGE REQUIREMENTS: You must be at least 14 years of age to compete in any racing events held at LOS. All drivers must have a valid driver's license (or a release from the management) to participate in any racing event. Persons under 18 years of age are required to have written permission signed by a parent or legal guardian before they are allowed in the pit area. They must also complete and sign a membership agreement before entering the pit area.

SIGN IN RULES: ALL participants entering the pit area must present to the pit gate and **sign a Waiver of Responsibility** and receive an arm band. Arm bands are always to be worn and visible to LOS Officials as appropriate. This includes adults and children.

PIT RULES: No drinking of alcohol or use of non-prescription drugs / illegal substances will be allowed in pits at any time before or during the races. No glass containers of any nature allowed. All vehicles and trailers are subject to search by track security at any time.

- **Track pit speed limit is maximum 7 mph.** No exceptions. Speeding in the pit area can be cause for disqualification and loss of points and money for that event. No pit crew members allowed on the track or staging lane to work on car for any reason.

- **NO push starting of any race car** will be allowed in the pit area. This is in effect from the time the pit gate opens until conclusion of racing events.

- No intentional draining of oil, water, anti-freeze, and or gear greased on the speedway property. Waste items must be placed in receptacles provided at the track

or taken off premises with you. Old tires must also be removed from the premises.

ATV / GOLF CART / PIT BIKE may only carry as many passengers as there are seats.

- **NO** passengers on racks, handlebars, etc.

- **NO** standing on the back or side of vehicle.

- Operator must be a Licensed Driver, 16 years or older.

- Maximum Speed is 7mph, speed of a moderate to fast walk.

- Failure to comply with these rules can and will result in loss of privilege to operate these vehicles.

DRIVER / CAR SAFETY: All drivers are required to have the following:

- SFI Certified full flame-retardant fire suit, neck brace, gloves, and shoes.
- Helmet must be certified Snell SA2005, SA2010, or SA2015 Standard or SFI Spec 31.1am 31.1/2005 or 31.1/2010.
- Seat belts must be SFI approved. Driver restraint systems must be no more than two (2) years past the manufacturer's date.
- Car Numbers must be legible to the score tower. Any combination of numbers and letters that are deemed offensive by the management will not be allowed.
- All cars must pass a safety technical inspection before being allowed to compete in any race. Track officials reserve the right to inspect any car at any time for any reason of safety violations. Track officials reserve the right to disqualify any driver or car from competition.
- All drivers and/or crew will be responsible to tear down their car for inspection when requested by a track official. Failure to comply will result in disqualification and forfeiture of prize money and points for that night. Illegal parts, discovered during technical inspection, may be retained by track.

PART THREE - RACING RULES:

- **Drivers meeting:** Drivers meeting, and location will be announced 30 minutes prior to commencement of racing activities. It shall be the responsibility of all drivers to attend the drivers meeting. Any rule, format, or schedule change will be discussed at the drivers meeting. All drivers will be responsible for information discussed at the drivers meeting.
- **Order of Racing / Posted information:** All pertinent information such as hot lap order, race order, and race lineups will be posted at the lineup board. The Race Director will decide the length and time limit on all racing events.
- **Staging:** Drivers are responsible for knowing when their scheduled event will be. They should anticipate when to line up in the staging area outside Turn 4 and follow the directions of the LOS Staging Official. Any driver failing to meet their staging requirement may be disqualified for that event at the discretion of the Competition/Race Director.
- **Transponders and RACEceivers are required to race at LOS.** Transponders are provided by the track and will be assigned to each car at sign in.
- **RACEceivers** are the responsibility and provided by the driver. All drivers are subject to inspection to ensure RACEceivers are operational by LOS Officials. The continuation of a driver to race with a non-operational RACEceiver will be at the discretion of the Competition Director.

Flags: Flags are used by the flag man to indicate actions to be taken on the race track.

- **Green:** Start of all races, clear track, and race for position.
- **Yellow:** Slow down, there is an obstruction on the track, do not try to better your position, laps do not count. All cars line up single file and await further instructions from the Race Director communicated over the RACEceiver. (Do not drive side by side; you will be aligned per score tower. Failure to do so will result in driver receiving the black flag and not being scored any further.
- **Red:** Come to a complete stop as quickly and safely as possible. Once stopped do not move your car until directed to do so by a track official. Do not exit your car if you are not involved.
- In special circumstances the Race Director may call for an “Open Red”. Crew members may approach their cars and check the race worthiness of their car. Any minor adjustments or repairs will be at the discretion of the Competition / Race Director.
- **White:** One lap to go.
- **Checkered:** The race is complete. Exit the track as quickly and safely as possible.

No parade laps, unless directed by an official.

- **Blue/Yellow:** Faster car approaching. Hold your line. You will be instructed which direction to move (high or low) by the flagman.
- **Black:** There are two types of a Black Flag situation.

***Please note: There is a distinct difference between being given the Black Flag and being Disqualified.**

- **Hazard**– means that you have been sent to the Pits due to damage to the race car creating a safety hazard and will take no further part in the current race, whether it is a Heat, Last Chance or Feature. Your car will not be scored from the Black Flag time onwards.
- **Disqualified**– is a result of a penalty or failure to adhere to LOS Officials directions which means that you will not be allowed to take any further part in the competition from that point on. No Points or Prize Money will be awarded in the event of a Disqualification whenever it occurs during an event.

Original starts: Original starts will be made on the front stretch just off Turn 4.

- An orange cone will be placed at the edge of the track and/or white chalk line will be drawn in the location where drivers will be allowed to start the race.
- The flagman will display the green flag and turn on the green light at that time.

- If the officials determine that the start was unfair, or “jumped”, the yellow light will be turned on, and the yellow flag will be displayed when cars enter back stretch.
- Drivers may be penalized for attempting to gain an unfair advantage on a start by “jumping” or “brake checking”. Penalties may include lost positions, restarts from the rear, or disqualification from the race through a black flag.
- Any driver involved in a caution or deemed to have caused a caution on an original start will restart from the rear of the field. No exceptions.

Re-starts: Re-starts will occur on the front stretch just off Turn 4.

- The Re-Start zone is identified by two Red Lines painted on the outside wall in Turn 4.
- The orange cone will be placed at the edge of the track or a white line will be drawn in the location where drivers will be allowed to re-start the race.
- The flagman will turn on the green light, and the green flag will be displayed. As in an original start, if the officials determine the start was unfair then the same procedures will be followed as in the original start and the same penalties will apply.
- Any driver involved in the caution or deemed to have caused the caution will restart from the rear of the field. No exceptions.

Cautions / Lap Counts: Caution laps do not count.

- In case of a caution flag, all cars will be scored by the order they crossed the finish line on the previous completed lap with cars causing the yellow or red to be scored at the rear of the appropriate lap.
- All cars are to get single file when caution comes out. Do not drive side by side.
- Drivers are scored by transponder and will be placed in order based on last completed scoring loop.
- Drivers are advised to observe the scoring tower in Turn 3 for official line up for restart. In the event the scoring tower is not working the driver must listen and adhere to the directions being given by the Race Director over the RACEceiver.
- Any driver not getting inline before one lap of caution is complete will be sent to the rear of field.
- Any driver **not allowing** another driver to get inline will be sent to the rear of the field.
- Any driver not adhering to the directions of the Race Director and / or having to be told more than once to get inline will receive the black flag and may be sent to the pits at the discretion of the Race Director.

- A race will be called “a completed race” after the leader crosses the start/finish line and receives the checkered flag. Lap cars on white flag lap cannot make up a lap or those involved in last lap incident.

Feature Events:

- If the yellow or red flag is displayed during a feature event before the leader crosses the start/finish line, the race will be re-aligned and revert one lap.
- If the yellow or red flag is displayed during the race after the leader takes the white flag, cars will be re-aligned, then there will be two more laps run (green/white/checkered).
- Feature time limits for each class will be given a feature time limit of 25 minutes. If the Race Director feels the time will exceed the allowed time limit due to several cautions before the full feature is complete, then the race will be shortened by the Race Director.
- During qualifying events (heat races) If a yellow or red flag is displayed during the race after the leader takes the white flag, cars will be re-aligned, then there will be one more lap run (green/white than checker)

BACKUP CAR / DRIVER EXCHANGE: No driver will be allowed to use a backup car once he/she qualifies through heat races. Driver can exchange car only if his/her car is not operational.

- Exchanged car must have qualified through heat races.
- Driver must report car exchange to track official before features start and show proof his/her car is not operational.
- Points will be awarded to driver.
- Driver who exchanges car will drop to back of feature or B-feature if ran.

PENALTIES:

- **ALL race cars will remain at idle speed** until all Safety/Recovery/Push vehicles have exited the racing surface. Failing to adhere to this safety measure may result in the offender being sent to the rear of the field.
- Any car involved in an accident that causes a yellow flag will go to the rear.
- Any car losing forward motion during a race or yellow flag will go to the rear.

*Exception will be only if directed by a race official or if a safety issue is at risk.

- Any car causing a yellow flag to be thrown to stop the race to keep from losing position will go to the rear and be one lap down on restart.

- Any car losing forward motion or causing a caution 2 times in the same race will be sent to the pits.
- No car will be allowed to return to the track in the heat race once it enters their parking area in the pits.
- Any driver exiting his car on the race track during a race for any reason is automatically disqualified from the race and all winnings and points will be lost. (Exception: if a track official directs you to exit or you are in immediate danger for your life or serious injury).
- Drivers are not allowed to exit their car on the racing track or apron to dispute or discuss any race situation. Violation of this is automatic disqualification from the event with loss of all points and prize winnings during the feature. Any other time will result in disqualification for the night or balance of events with no pay or refunds.
- If a driver refuses a technical inspection after a race the car/driver will be disqualified and no points or pay will be awarded for night. Technical inspections are to be done at the track only. No exceptions for any reason. (This includes tear downs)
- Any driver, or any person connected to his car caught in the possession of illegal drugs or substances that are deemed illegal under Missouri law, or under the influence of alcohol, will be suspended from the track for an indefinite period to be determined by the Competition Director.
- Officials and Race Director will resolve any disagreement over technical questions or operations. When their decisions are rendered, such decision is final and binding.

PART FOUR – MISCELLANEOUS RULES.

- In case of rain out after heat race the features will be run over the following weeks as determined by LOS Management.
- All special classes not covered by these rules will be run according to their own established rules or will be governed by rules established by the Competition and Race Director.
- These rules are designed to make the races safer for you but are in no way to be considered a guarantee of your safety. Other rules may be required later and will be posted in the pit area for your inspection.
- Report all injuries to the main office. There is a form that both the individual and promoter must complete.
- The Competition Director reserves the right to modify these rules as they deem necessary for any and all reasons. All changes will be posted at pit office for your review and compliance to them.

- Special races may have a variance to these rules. Any and all interpretations of these rules are left to the track officials.
- Decisions of the track officials are final.
- Repeated violations of speedway rules may result in permanent suspension. The speedway retains the right to refuse entry to any car, driver, or pit crew.

Thank you for choosing to participate in the racing program at our speedway. The staff and management are here to assist you so please feel free to ask any questions you may have.

Our goal is to present a show that is both fair to all race teams and entertaining to our fans. It is also our intention to complete racing events in a timely manner. Be ready when your turn comes to race, as we will not delay the race for you.

Thank you again for attending and good luck to all.

From the Owner, Promoter, Competition/Race Director, Fire/Safety/Recovery and all the Staff at Lake Ozark Speedway.