

## Rules of Racing for BRRP

### GENERAL RACING RULES

“This Rule Book applies to each & every competitor, mechanic, &/or pit personnel. You are expected to know the rules! Ignorance will not be tolerated as an excuse.

“The rules &/or regulations set forth herein are designed to provide for the orderly conduct of racing events & to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events at Buffalo River Race Park SPEEDWAY, & by participating in these events, all competitors are deemed to have complied to these rules. No expressed or implied warranty of safety shall result from publication of, or compliance with these rules & regulations. They are intended as a guide for the conduct of the sport & in no way are a guarantee against injury or death to participants, spectators, or others.”

### GENERAL POLICY

Final judgments on any point not covered by a specific rule is left up to the discretion of track officials. The intent of these rules is to provide a measure of equality in each respective class of cars, as measured in safety, comparable equipment, & cost. Final decisions will come from the Competition Director on any contested situation. The Flagman is in control when the race is under the green flag.

1. Only one (1) tow vehicle per race car is allowed in the pit area.
2. BRRP recommends that all personnel entering the pits should be at least fourteen (14) years of age, dressed in clean white pants (NO SHORTS), uniform, or fire suit. Anyone of questionable age must have their legal guardian establish their exact age by means of a birth certificate.
3. A qualified driver must be at least sixteen (16) years of age, have a valid driver's license, & have no physical handicap that impairs his driving ability. Minors must have notarized release by both parents or guardians before competing, & said notarized release will be in the hand of the Competition Director at the time of sign in.
4. All drivers & all but one pit person must attend pit meeting & stay for the National Anthem. All drivers & pitmen will line up in a neat, long row facing the Flag, will stay at attention, remain quiet, & remove headgear during the playing of the National Anthem.
5. All events will be determined by the Flagman or Competition Director as to the number of laps & order of events.
6. All cars must be in the pit area before start of pit meeting or start at the rear of their assigned heat.

7. When a race meet is halted because of rain or other adverse weather conditions & the management does not issue rain checks, those races not run & the prize money for the same shall be carried over to the next scheduled race meet. When heats are over, there will be no rainout.
8. There will be no reckless driving in the pit. Pit speed will not exceed ten (10) mph at any time.
9. No cars will be allowed on the track without permission from the Competition Director or track official.
10. All racecars must pack the track when requested.
11. All new drivers or drivers switching cars shall notify official & flagman prior to driving.
12. Time trials, point system or drawing may be used by the management to determine starting positions.
13. No duplicate numbers. First come gets number.
14. All cars will be technically inspected. Cars are required to have a minimal inspection.
15. Cars from other tracks may compete in a night's events, provided engine & chassis complies with BRRP rules & car passes minimal technical inspection. Cars & personnel must comply with BRRP rules before returning.
16. Any person in pits causing a verbal disturbance, fighting, disorderly conduct or unsportsman like attitude may be fined, suspended (from 2 weeks to 1 year) or expelled from the pits or track as deemed by officials. All decisions are final! Any misconduct detrimental to auto racing will result in a \$200.00 minimum fine.
17. Failure of any car or person to comply with track regulations may result in a fine or suspension of individuals & /or car from the track for up to one (1) year from the date of the offense.
18. Any driver that has consumed any alcoholic beverage or hallucinogenic drug the day of the race will be disqualified for one (1) race night. No drinking in pits until the FINAL main event has concluded.
19. Any car involved in an accident severe enough to stop a race shall be visually inspected by officials prior to further competition.

#### **GENERAL RACING RULES - TRACK PROCEDURE**

1. A race may be stopped at the discretion of the Flagman or Competition Director at any time they consider it dangerous or unsafe to continue the race.
2. Drivers are to bring their cars to the starting line at the time they are called. Failure to comply can result in a loss of position.

3. Any car that jumps the line or does not bunch up at start of race will be penalized positions or notified to line up at the rear of the pack. If the car (driver) continues to cause start delays, he will be black-flagged.
4. All cars that fail to bunch up for start in back straight can be passed to fill gap. No cars are allowed to pass from turn three (3) to start of race. All cars must be in line by the time they reach starting line in number four (4) turn. Pole car will control proper pace to starting line.
5. Any driver that leaves the track & gains position will be disqualified for that race.
6. Cars jump starting prior to the green flag will be penalized 2 positions for every one car jumped. Line up adjustment will be made at next yellow / caution. If race is completed under the green with no cautions car(s) tagged for jump starting will be penalized at final scoring results.

### **General Racing Rules - Flags & Lights**

1. Red Lights: If the race has to be stopped for any reason, the red flag and lights will come on. Cars will then immediately slow down & fall into single file position & proceed to the start-finish line to find what flag condition exists. Drivers will maintain a slow pace when red lights are on as they approach the flag stand and stop when they arrive at the flag stand unless motioned to do otherwise by Flagman.

Flags: Green - Start of race.

White - One lap to go

Blue & Yellow - Move over to bottom of track.

Black - Pull off track. Disqualified.

Checkered - Victory. End of race. Pull off track.

2. Red Flag: If the red flag is out, cars must stop on the front straight away in the position in which they were running in the last completed lap unless directed into the pits by an official. Pit crews may attend cars on the track if approved by an official, or cars may be directed into the pits for repair as well. No fluids are to be added to cars while on the track. Cars in the pit area must return to the track for restart immediately upon the direction of an official. Failure to do so will result in loss of position and disqualification from the race.

3. Yellow Flag: If yellow flag is out, cars must continue around track at reduced speed until they receive the green or red flag. No cars may pass under the yellow flag & red light conditions. Cars which are involved in accidents causing a yellow/red flag condition may enter the pits for repairs at a designated track exit point, (Turn 1). Cars reentering the race after entering the pits under such a condition are to fall in at the back of the pack in the order they rejoin the field. If a driver gets out of his car under the yellow flag, whether on the track or in the pits, the car may be disqualified at the discretion of the officials. Laps made under the yellow flag will not count. When track is clear, the race will resume IMMEDIATELY.

4. Restarts: Any car or cars involved in a spinout or accident causing the display of either the yellow or red flag will automatically be sent to the back of the pack, the second (2) time to the pits. If officials can determine who is at fault, only those cars at fault will be penalized. If, after the lead car and 50% of the competing cars takes the White Flag for the final lap, an accident occurs causing the race to be stopped, the Flagman at his discretion, may call the race complete. If so, the final placing will be in the order that the cars crossed the finish line the lap preceding the White Flag. If the race is stopped after the Checkered Flag is first dropped, then the cars which have not crossed the finish line will be awarded the positions that were held when the White Flag was dropped.

If an accident occurs before one (1) lap is complete, cars will line up in original line up (side by side). Any car causing a restart on the 1st lap will be sent to the rear of the pack. If after 3 attempts to start the race cars cannot complete the initial lap the race will be started, with officials discretion, in a single file.

The following statements define the conditions under which Pit personnel can attempt to repair their car if it is involved in a mishap requiring a yellow/red flag during a race. Cars Involved in a mishap can facilitate repairs under a yellow/ red condition in the pit area only. Cars reentering the race after entering the pits must fall in at the back of the pack in the order they joined the field.

Under NO circumstances will any pit personnel be allowed onto the race track to assist with a disabled car unless directed to do so by an official. Only track officials, authorized wreckers or tow vehicles, ambulance, fire equipment & their crews will be allowed onto the track in the event of a mishap which causes the race to be interrupted.

#### **REPAIRS UNDER A YELLOW/RED FLAG CONDITION:**

1. Cars/Drivers involved in a mishap, who feel they need to be inspected for damage, may proceed directly to the pit area via designated points. Disabled cars will be assisted into the pit area, with a wrecker once a Track Official has given clearance. Repairs can only be attempted on cars in the pit area East of the concrete dividers by the scale. All cars Must re-enter the track at the main staging area, after repairs have been made & must fall in at the back of the pack in the order they joined the field.

2. Repair time under the yellow/red is limited & varies according to the situation, which brings out the flag. Pit crews need to be well organized & must expedite temporary repairs if the car is to participate in the balance of the event. Repairs to infield cars must be completed in a time frame, which allows the car to make it back onto the track before the RED Lights go out signaling the restart of the race. A Track Official, if available, will communicate to the affected car(s) the time interval remaining prior to the restart pace lap. The following conditions constitute a continued display of a yellow/red flag:

Removal of all cars from the track, which are incapable of finishing the race in their current condition due to a mishap, regardless of fault.

Removal of all debris from the track & or the spot repair of the track due to liquid spills or damage as a result of a mishap. Cars capable of completing the event, meet line-up requirements as defined by

position at the time of the mishap or by Track Officials in concurrence with established rules & policies of BRRP.

3. Upon the above conditions being met the Flagman will turn off the RED Lights signaling the restart of the race in less than one lap. NO cars will be allowed to participate in the balance of the race once Track Officials deem the above conditions have been met regardless of the amount of time necessary to complete repairs to the car. Drivers who are still in the infield/pit area after the RED Lights are turned off will be Black Flagged if they attempt to join the other cars already in their pace lap.

Note: As stated, the repair time under a yellow/red flag condition is extremely limited & can vary from 3 to X number of laps dependent on the mishap. Cars in the infield/pit area attempting repairs will NOT be waited on. The race will commence immediately once Track Officials determine that the track is clear & cars participating in the race are lined up correctly. Any questions concerning this procedure need to be addressed to the Competition Director.

### **GENERAL RACING RULES - PROTESTS**

1. Protests shall be in writing stating the item to be checked, & signed by driver or car owner. Protests must be submitted to track officials (Brad Orvedal or Competition Director) prior to the start of the main event of class being protested & include protest fee. Protesting party does not have to attend the actual teardown / inspection, But the protesters name will be given (NO SILENT PROTEST) the individual who is making the protest is required to submit their protest in writing as described above.

Engine protest fees are as follows; All Wisconsin classes as outlined in WISSOTA rule book. All BRRP class protest fee is \$75.00 for either a top end or bottom end tear down or \$150.00 for both plus a \$50.00 non refundable fee which goes to the tech inspector. All other protest fees are \$25.00 cash. If car is illegal, as determined by officials, The driver and car will be suspended for two weeks, lose all points and a \$100.00 fine before car or driver will be allowed to compete at BRRP. In such a case protest fees shall be returned to protesting party. BRRP reserves the right to tear down any car.

2. Cars will be pumped as deemed necessary to ensure that engine displacements are within established limits. Track Management retains the authority to require the tear down any engine or component which is in question of rules compliance.

3. Protest for driving infractions may only be lodged by the drivers involved.

4. Rules which are contested by Drivers & or Car owners are to be documented in writing & presented to an official for review & or action. Track management will take contested rule(s) under advisement & determine if an adjustment is warranted. In any event the final decision on any rule by Track management / officials is final & must be adhered to by racing participants.

5. It shall be the car owner's responsibility to prove his car is legal in case of a protest or if questioned by officials.

6. A sample of fuel may be taken from any car to be analyzed. If fuel is found to be illegal, winnings from that night's racing will be forfeited, the car may be barred from the track for one or more race meets as determined by officials.

#### **GENERAL RACING RULES – Points**

1. No one can sell points. Points will stay with the driver. Points for all WISSOTA classes stay with the driver as outlined in the Wissota rules. Points (local and national) will be awarded in accordance with WISSOTA procedures.

#### **GENERAL RACING RULES - APPLYING TO ALL CARS**

1. Numbers will be Arabic. Numbers will be on both sides & top of car, at least eighteen (18) inches high & three (3) inches wide, painted in a contrasting color. Numbers will range from 0 - 99.

2. Any cars painted a dark color will have to add a light contrasting color for visibility (numbers).

3. Blow proof bell-housings are mandatory for WISSOTA cars as outlined in the WISSOTA rule book for their specific class. Wissota cars with racing approved clutches are excluded from having a blow proof bell-housing / scattershield as outlined in the Wissota rule book.

4. Cars must have tow hooks front & rear, preferably in the center of the cars bumpers.

5. All firewalls must extend from side to side & floor to dash with all unnecessary holes filled in. There must be a firewall between driver & engine, & between driver & gas tank. Pure Stock cars must have firewalls in stock location.

6. All cars to have headrest behind driver, design of choice. They will be fastened to seat or roll bars. Aluminum racing seat mandatory for all classes.

7. All cars will have adequate roll bar padding positioned around driver at head level, arms & legs. Center of steering wheel will be padded.

8. All open drive shafts must have front hanger to hold drive shaft up in case of failure. Drive line must be covered or separated from driver's compartment. Drive shafts must be painted white.

9. Batteries must be securely fastened to frame or roll cage & covered.

10. Windshield must be screen. There will be a protective shield in front of driver for safety. All glass will be removed including headlamp, parking lamps, etc.

11. Any OEM stock configuration radiator may be used for BRRP cars, but the hood must be constructed to fit over it. Scoops in hood may be used provided driver's vision is not obstructed.

12. All hoods must have a bolt or pin in each corner or track approved hinges in back of hood. Trunk lids may be hinged but must have bolts, pins or chains to secure lid while racing. No car shall enter any event without complete body parts unless they have been damaged that night to the point where they cannot be securely fastened.

13. All cars must have upholstery removed.

14. All moldings & door handles must be removed.

15. No blowers, mechanical forced air devices, fuel injection (except on Sprint cars where intake injection is allowed), NO<sub>2</sub>, or L.P. gas allowed.

16. All cars are recommended to have an on board fire suppression system within easy reach of driver and well marked for safety crews. All pit crews will have one 5lb. class "B" fire extinguisher as a part of their equipment & it shall be readily available.

17. All cars must have kill switches mounted within easy reach of the driver while buckled in seat. Kill switches must be identifiable by either a fluorescent orange or red ring painted around the switch or the switch itself painted orange/red.

18. No rear view mirrors.

19. All cars must be equipped with a three (3) inch wide quick release safety belt & two (2), three (3) inch wide shoulder straps unless specific class rules allow something else. Use of crotch strap is also required. Belts shall be mounted to roll cage & double nutted or lock nuts used. Racing approved belts are required. If car is wrecked, belts will be checked.

20. No radio systems allowed.

21. body. The main cage bars must be one & one half inch (1-1/2") tubing with a .95 minimum wall. Modifieds require a 1.666" OD tube with a .95 min wall. All cars should have nerf bars on both sides of car or technically approved.

22. Main roll cage bars must not protrude outside existing bodylines. Door bars must include gusseted bars running parallel to the frame rail. Frame rail & inside nerf bar do not count as 1 of the 3 required door bars on the right & left side of BRRP cars (classes). Four door bars are highly recommended on both doors.

23. All wheels on the car are to be in accordance with WISSOTA rules. BRRP cars are to have wheels of stock type and may be reinforced with plate at studded areas. Any wheel may be used to give added strength & safety subject to approval. All cars equipped with stock hubs using small bolt pattern must use 9/16" or larger studs along with racing approved stud nuts that measure at least one (1) inch in width.

24. All cars must have hydraulic brakes in good working condition capable of stopping the car quickly.
  25. All drivers must wear SNELL / DOT regulation helmets while on the track. They are to be fastened under the chin at all times. No half helmets may be worn. Helmets are subject to inspection. (Full face helmets mandatory)
  26. All drivers are highly recommended to use a SA2000 shield at all times while on the track. Full protective manufactured fire suits shall be required for all classes of cars. BRRP highly recommends Fireproof; underwear, outer-wear, Socks, Hood, Leather or fireproof gloves, Leather or fireproof shoes, Fire-resistant shield for helmet
- Note: In order for a fire suit to be effective it must be clean & absent of grease, oil or other combustible chemicals. Fire suits will be checked. Suits which do not conform to these conditions will not be allowed.
27. All WISSOTA cars/drivers must incorporate use of arm restraints or window net. Drivers who use arm restraints must use them in accordance with the manufactures recommendations. This means that arm restraints are to be adjusted in such a manner as to prevent the arms of the driver from protruding outside the lines of the car body. Proper arm restraint adjustment will be checked periodically.
  28. BRRP class cars are required to have a window net with a quick release mechanism mounted up in the upper portion of the window net (where window post meets the roof). All window nets must be mounted in such a manner that they fall down over the door when the release is activated.
  29. All seats shall be mounted securely to roll cage or frame. High back type aluminum racing seats are strongly recommended.
  30. All bolt on weight must be painted white with the car number painted on it.
  31. NO electric fuel pumps.

#### **WISSOTA MODIFIEDS, MIDWEST MODIFIEDS, SUPER STOCK, SPRINTS & MOD 4'S**

Rules governing the construction of WISSOTA MODIFIES, SUPER STOCKS, SPRINTS & MOD 4'S will be according to WISSOTA regulations as specified in their annual rule book.

Any statements within this document which conflict with documented WISSOTA rules will be deemed nonapplicable and the WISSOTA rule will be followed.

Track procedures will be accordance to Buffalo River Race Park Speedway. Questions concerning WISSOTA or Buffalo River Race Park Speedway rules / policies will be interpreted by Buffalo River Race Park Speedway officials. All decisions are final.

Car Owners, Drivers & Crew personnel are advised that Buffalo River Race Park Speedway (BRRP) does not ensure that competing cars comply with all documented rules on a week-to-week basis or at the time they are technically inspected. It is up to the individual competing the car (Owner/Driver) to

comply with the rules as written. A technical inspection does not constitute that a car is in compliance with all documented rules.

Rules, components or procedures specifically not mentioned as being allowed are “ILLEGAL” unless approved by BRRP. Teams that have any doubts or questions with regards to the legality of using any new product, procedure or an undocumented component need to contact a BRRP official for clarification on use with regard to a specific class. If an individual needs assistance in determining if his car complies with a specific rule, then he should contact the track tech official. BRRP reserves the right to modify the rules at any time to keep all manufacturers brands competitive (i.e. GM, Ford, & MOPAR).

No express or implied warranty of safety shall result from compliance with these rules & regulations. The rules are intended as a guide for the conduct of the sport & in no way are a guarantee against injury or death to participants, spectators, or others. If a car is found noncompliant with existing rules under a protest situation they will be penalized accordingly. Reminder - All cars must be technically inspected before allowed to race. Racing can be dangerous and it is the drivers responsibility to inspect the track surface and facility prior to entering a race. If the driver feels there are any unsafe conditions that he feels may put him at risk he should not compete. The driver should document concerns in writing and submit them to the BRRP office for review.

