

GENERAL RULES & PROCEDURES

TURN ONE CRA PRO SERIES PRESENTED BY CHEVROLET PERFORMANCE

- 2026 -

The guidelines 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 guidelines shall govern the condition of events and participation therein. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE GUIDELINES AND/OR REGULATIONS.** They are intended as a guide for the conduct of events and are no way a guarantee against injury or death to a participant, spectator, or official. The series director, or their authorized designate, shall be empowered to permit minor deviation from any of the guidelines and/or regulations herein, or impose any further restriction which, in their opinion, does not alter the purpose of the organization. Deviation of these guidelines and/or regulations will be the responsibility of the series officials; whose decisions are final. These guidelines and/or regulations will be superseded by any guidelines and/or regulations distributed in writing or announced during an events drivers meeting.

1. Conduct

A. General Conduct

1. Upon admittance to a restricted area, all participants must conduct themselves in a manner not detrimental to stock car racing. Profanity in front of race fans, officials, management, profane signs or writing on cars, etc., will not be tolerated and may subject the offending party to penalties. Conduct in social media deemed detrimental to the series, track, officials, or sponsors may subject the driver or team to sanctions. **UNSPORTSMANLIKE CONDUCT AND/OR ACTIONS DETRIMENTAL TO THE SPORT OF AUTO RACING WILL NOT BE TOLERATED.**
2. The general appearance of drivers and crews must be neat and clean looking. It is recommended that all crew members wear long pants and closed toe shoes. **Over the wall crew members are required to wear long pants and closed toe shoes.**
3. A competitor that stops his or her car on the track to argue or discuss an incident with the starter or other officials may be subject to penalties.
4. Verbal or physical abuse of officials, including improper language or actions will result in sanctions from the series.
5. Fighting will not be tolerated. Driver and/or Owner will be held responsible for the conduct of all persons connected with their car, this will include, but limited to, Crew Chief, Crew Members, Spotters, Family Members, Sponsors, and Guests. Any person from a crew, including the driver, going to another pit area or an area on the speedway grounds, where an altercation occurs, will be considered involved in the incident. The Driver and any involved crew members may be subject to Penalties, Fines, Loss of Points, Probation, Suspension, and up to Loss of CRA License.
6. Any driver who, in the judgment of series officials, engages in rough driving, deliberately running into, blocking or swerving in front of another car - may be subject to penalties. Any car intentionally blocking the track will subject the owner and driver to immediate and indefinite suspension from the series.
7. **Drivers or crew members are not allowed on the racing surface, apron, runoff areas, and/or any other restricted areas of competition at any time, unless given specific permission from Race Control.**
8. No one is allowed in the control tower without permission at any time. You will be subject to severe penalties. The race director will be available at the end of the night.
9. All fines must be Paid in Full for the competitor to return to competition.

B. Social Media Policy

1. Series defines social media as all means of electronic communications or posting of information/content of any sort on the internet. This includes but is not limited to your own or someone else's web blogs, personnel website, social networking, or affinity website, whether directly associated or affiliated with the series. This includes but is not limited to Facebook, Snapchat, "X", Instagram, threads, Tik Tok, You Tube, Reddit, LinkedIn, and podcasts. Individuals are solely responsible for what is posted online whether by themselves and/or allowing others the ability to post online content for them.

2. This social media policy applies to all series competitors, crew, and their guests. A competitor is a driver, entrant, family member, crew member (non-driver) or any other individual or entity who is a member and/or participates in a series event. All drivers are responsible for the actions of their crew and guests.
3. Any social media interaction or contribution that adversely affects the series, other members, or others directly/indirectly related to the series will result in disciplinary action by the series.

2. Competition Rules

A. Scoring

1. All competitors must register with scoring in a designated area at each event. If you have not registered by first practice, you will either be required to qualify first or you will start at the rear of your first event if class does not have qualifying.
2. Transponders must be on the car for all on track activities when made available. You will be required to use an AMB pouch or clip to secure the transponder on the right rear frame rail of the car 160" from **the leading edge of** the nose. They are available for purchase at the registration table. If you have a personal transponder, disable it prior to going on track. Failure to return a working transponder may result in a \$400.00 fine.
3. All driver changes from the time registration starts, must be reported to a series official prior to that driver taking to the track. Any driver changes prior to the start of a race and after qualifying it will result in that car starting at the rear of the field. Failure to notify of a change prior to the race will result in loss of money and points.

B. Qualifying/Race Line Up

1. Qualifying order can be set by order of entry or random draw. Qualifying order will be posted showing qualifying tech time and/or group.
2. For qualifying you will have an official time once car has taken the green flag. If you are unable to attempt a lap at your spot in line you will be placed on a five-minute clock. Car must be rolling to qualifying before the clock expires. There will be no re-qualifying.
3. A driver may qualify only one car, and a car may be only qualified one time for a race program.
4. Qualifying will be by timed 2-laps, green flag, white flag followed by a checkered flag. If needed, an additional warm up lap may be added. In the event of inclement weather or time delays, the series, at its discretion, may change the format of qualifying to a group format. Where qualifying is cancelled by inclement weather, (EIRI) the field will be set by owner points. Cars with no owner points will line up behind the cars with owner points by order of entry. The first two races of each year will use owner points from previous year.
5. Drivers that are on a warm-up lap or coming to the green flag that spin out may not reverse course and start the lap again. Once the Driver takes the green flag and they spin, they are allowed to go counter course, if they do not cross the Finish Line, to gain momentum for the final lap.
6. In the event of a tie in qualifying times final position will be based on who ran the time first.

7. In the event qualifying is interrupted prior to all cars taking time, and unable to continue within a reasonable time, the series has the right to set lineup by owner points then order of entry.
8. Race lineups will be straight up from qualifying.
9. Normal race programs can consist of any combination of practice, qualifications (single car or group), last-chance race and feature as announced on entry blank or by officials. Race lineup can also be set by owner points.
10. Standard lineup procedure will be cars automatically transferring to the feature from qualifying, to be lined up by qualifying results. Followed by the cars transferring from the last chance race. Next will be points provisionals as noted on event entry form. If no points provisionals are needed the next cars in last the chance race will transfer. Platinum cars that do not transfer will be added to the tail of the field when needed.
11. In the event that all cars qualifying for the event will make the event, the entire feature line-up will be by qualifications.
12. If a promoter agrees to start all cars, above the previously announced number of starters, the field will be set by qualifying times. For payoff purposes, the additional starters (at the reduced payoff amount) will be the slowest cars that would not have received a provisional spot.
13. The standard qualification procedures as outlined above will be superseded by any announced format on event entry blank.
14. A driver, with his car, must either practice or qualify, to be eligible to start the feature except with prior approval.
15. Lineups for races and qualifying order will be posted in a designated area. It is the responsibility of the driver to check his or her qualifying or starting position and be ready when called for an event. Cars not in position when field rolls may be placed at the rear of the starting lineup or disqualified from the event.
16. Drivers that wish to go to the rear will go to their original position. On the pace lap pull to the side and let the field go by. That row will just advance forward.

C. Event Procedures

1. For standard events, an entry fee will be stated on the entry form. A minimum of \$25 more per car will be charged if filed after the deadline time printed on the entry form for the event. Payment of entry does not guarantee a starting spot in any scheduled events.
2. All teams are required to have a spotter in the designated spotters stand during the race. Spotter must have the ability to monitor race control with a standalone radio. If the spotter leaves or is removed for any reason the car will be black flagged and not allowed to continue until a spotter is in place.
3. Teams are required to use window and contingency stickers in their designated and mandated positions. Failure to do so may result in a monetary penalty or loss of contingency eligibility. Teams must also leave the top of windshield, front fenders and first 12" of the door for use by Series sponsors decal stickers (subject to penalty above if not the color/dimensions supplied by Series). Select windshield stickers and decals may be required to participate in an event. Decal packs will be available at the series trailer.
4. The series may refuse to permit a competitor to participate in an event if the series determines that any advertising, sponsorship, or similar agreement to which the competitor (or a car owner, driver or crew member associated with the competitor) is or will be a party, is detrimental to the sport, to the series, or to the Promoter for any reason, including without limitation the public image of the sport.
5. **For events with impound procedures, teams may not pull out of impound or work on race car in impound. Working on, or attempting to work on, an impounded race car constitutes an unapproved adjustment and is subject to penalties. If permitted by the Chief Technical Inspector/Series Director, teams may rectify only the declared mechanical failure(s) and will forfeit their starting position. Any attempts to make additional adjustments to the race car outside of the declared mechanical issue may result in lap penalties.**

6. Every effort will be made to complete the advertised event distance. Race length can be altered due to car count or time restraint, and drivers will be notified prior to the event.
7. We do not race back to the caution. Unless a **considerable amount** of the field has completed a lap scoring will revert to the last completed lap for restart lineup. This is at the sole discretion of **Race Control**.
8. Once fifty percent of the total laps are completed the race is considered official.
9. In the event of an excessive number of caution laps series officials reserve the right to **begin counting caution laps**, shorten the number of laps, or use a time limit on events. **If a time limit is enforced, teams will be notified via race control. If the time limit is reached during green flag conditions, at the next caution period, if it occurs, race control may announce that the next flag ends the race. If the time limit is reached during a caution period, race control may announce that the next flag ends the race. Once the green flag is displayed and the race has officially been restarted, the next flag, whether that be the caution flag, red flag, or checkered flag, will end the race. The finish is scored in accordance with rule 2-C-7. Cars may be subject to penalties on the final lap.**
10. Any car that has a hood or deck lid that comes off or open, or is observed dragging dangerous parts, or dropping any fluid, is subject to a black flag at the discretion of the officials.
11. Driver must remain strapped in the car until safety officials arrive unless it is unsafe to do so. Driver must remain with car to assist with removal from track.
12. **All cars must maintain a reasonable speed. If car is unable to maintain a reasonable speed, car will be brought to pit road for adjustments. Reasonable speed is 120% of the fastest lap turned in event practice.**
13. Three unassisted spins or multiple incidents and car will be parked for the remainder of the event.
14. All in-vehicle radios must transmit and receive in analog mode only while the vehicle is on the racetrack. In-vehicle radios may have digital capability built-in, but the digital capability must be disabled while the vehicle is on the racetrack.
15. Keypad style and /or password protected in-vehicle radios will not be permitted.

D. FLAG RULES

1. Green Flag
 - a. At the beginning of each race, when the green flag is displayed, the track clear for competition. On starts and re-starts, a driver must stay in their lane until reaching the finish line.
2. Yellow Flag
 - a. The yellow flag and lights signify caution and will be displayed immediately upon a decision by the starter and/or race director that a cause for such action exists.
 - b. After the yellow flag and lights are displayed, all cars must immediately slow to a reasonable speed and hold position until such time as the green flag is displayed, or the red flag is displayed. Racing back to the line under caution will not be tolerated.
 - c. A pace car will be used at the start of each event and during caution laps. No car may pass the pace car unless directed to do so by a series official.
 - d. Pit crews or officials may not service a disabled or damaged car on the racing surface during a caution/red flag period.
 - e. Cars which leave the lineup and pit during a caution flag period, and return during a caution period, will rejoin the lineup at the tail of the field.
3. Red Flag
 - a. The red flag and lights mean, in the opinion of officials, a situation exists requiring that the race be stopped immediately regardless of the position of cars on the track.
 - b. Pit crews may not service disabled or damaged cars on the racing surface during a caution/red flag period.

- c. Cars that pit during a red flag period, only after being given specific approval, will restart at the tail of the field.
4. Black Flag
 - a. The black flag is a consultation flag and indicates that a driver must take his or her car to the pits immediately for consultation with a series official. Scoring will stop after 3 laps on a car which is black flagged until the situation is rectified. Any driver repeatedly ignoring the black flag may face additional penalties.
5. Layover Flag (Blue with diagonal stripe)
 - a. The flag is a courtesy flag and is displayed to indicate to drivers that they are being lapped by faster cars. It will be used at the discretion of officials.
6. Crossed Flags
 - a. When any two flags are crossed and displayed by the starter, it signals drivers that the leader has completed half the distance of the race.
7. White Flag
 - a. When this flag is displayed, it signals drivers that the leader has begun his or her last lap. If a yellow or red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart.
8. Checkered Flag
 - a. When this flag is displayed, it signals drivers that the race (or that segment) has been completed. After the checkered flag is displayed to the leader, the balance of the field will receive the checkered flag in the same lap.

E. Finishing Positions

1. Finishing positions will be determined according to the most laps completed (including those earned through announced race procedures) in the least time, regardless of whether the car is running.
2. Results are not official, and no purse will be available until 48 hours after the event. In the event of a protest or some other delay in the results of a class being made official, such as but not limited to tire sample testing, no purse will be sent out until all test results are back and results are made official.

F. Finishing Position Protest

1. Protests to finishing positions in any race must be made within fifteen
2. (15) minutes of the conclusion of the event. Such protests must be in writing and must be given to the Chief Scorer, Race Director, or Series Director.
3. Scoring re-checks decisions are final and cannot be appealed or litigated.

3. Eligibility

A. License Fee

1. In order to compete in any Series events for points, awards or specified additional awards, drivers and car owners must purchase an CRA license. An owner/driver must register a number with the series. Any licensee who permits another person to use his or her license or pit entry card will be subject to penalties. The listed owner must be the same entity who receives the purse check.

B. Points System, Season Champion

1. Separate owner and drivers point standings will be kept for the sole purpose of determining a different driver's champion, if necessary.
2. Point Fund and contingency awards will be awarded to Car Owner based on final Owner Championship standings. Driver points will be kept for separate Driver Championship.
3. Points and awards are only available to current series licensed Car Owners and Drivers, in good standing.
4. Efforts to circumvent the rules of car ownership will not be rewarded or tolerated. A legitimate effort is defined as being represented by the normal driver of that team or a different driver with a car previously run by that team. (No longer will a team be able to put their number on another car without utilizing their regular driver) Once teams enter

the gates of an event, an owner may use another team's car in the starting field and earn owners points only if his normal driver drives the car. The person receiving the prize money must be the same person listed as owner on entry blank and W-9.

5. Owner/Car number combination must compete in a minimum of 80% of series races to be eligible for point fund awards.
6. Attendance/participation in year-end awards activities may be required for points fund eligibility.
7. The maximum points for an event are 110.
8. Cars that have filed an entry, presented for competition and actively participated in the event will receive 25 points.
9. Qualifying points are awarded to the top five as follows: 10-8-6-5-4.
10. Feature race finish points will be awarded in the following manner: 100-97-94, with a 2-point drop per position beyond, until 50.
11. Any tie in the final point standings of any award will be broken by the highest number of wins, and if still tied, by the highest number of second place finishes, and so on, until the tie is broken.

C Rookie Eligibility

1. Drivers can apply for the rookie program if they have competed in no more than 5 of the events in one season. Any event where the driver does not complete 50% of the laps will not count towards their total races competed.
2. All rookie drivers must register and be approved by the series director. Rookies must compete in 80% of events to be eligible for awards.

D. Practice & Testing Guidelines

1. No team or driver may test at a given facility in the fourteen (14) days preceding a scheduled points event unless it is an officially sanctioned and announced open practice session. **A 24-hour test extension may be granted by the Series Director in the event of inclement weather. Written approval, from the Series Director, prior to the testing deadline, is required.** Teams in violation of the testing guidelines are not eligible to start in the top 20.
2. Series reserves the right to allow inexperienced competitors to test when deemed necessary by the series director. This will only be allowed in rare cases when it is in the best interest of all competitors to allow a driver extra track time prior to the event. If allowed driver would not be eligible to start in the top 10.

4. Inspections, Mechanical Protest

1. Series officials may require an inspection of any vehicle at any time. Vehicles placing in the first five positions driver must drive car to the inspection station immediately after the conclusion of the feature race/victory lane for such inspection and must not work on the car in any fashion until told to do so by a technical official.
2. A competitor must take whatever steps are required, including a complete tear down of the car, as requested by series officials to facilitate inspection of the car.
3. Failure to present a car for inspection when requested to do so, or refusal to take steps requested by series officials, will be considered an admission of guilt and can be grounds for disqualification.
4. Protests regarding alleged mechanical infractions must be made prior to the feature race being called to the track for official lineup. The written protest must specify, in detail, a single, specific part or rule that is in violation, and be given to the Chief Technical Inspector or Series Director, along with a cash fee of \$500. An engine protest that requires an engine teardown (as determined by Chief Technical Inspector) requires \$1,000 for top end motor protests and \$1,500 for bottom end motor protests. 10% of the fee will be retained by the series for administrative costs. The remaining goes to the winner of the protest. Series reserves the right to deny protest.
5. A protest may only be filed by a CRA licensed driver or car owner in the same feature race finishing on the lead lap. A competitor can protest a maximum of three times a season and protests must be a minimum of 3 weeks apart.
6. Post-race body infractions are the responsibility of the Chief Technical Inspector. Protest of body infractions is not allowed.

7. At series discretion a motor and/or car can be impounded, and inspection completed at a later time and place **determined by the series.**
8. Series, **at its sole discretion**, may confiscate any **vehicle**, vehicle part, component, **equipment**, **fuel** and/or tires that fail to meet series specifications **or that appears to be altered in violation of the series rules for further evaluation.**
9. Lab testing of tires may be done at any time.

5. Violations & Disciplinary Action

A. Penalties

1. Penalties for violations of the rules are determined by the gravity of the violation and/or its effects on fairness of competition. They may also be weighted as to discourage future infractions of a similar nature. Penalties may include, but are not limited to, lap penalties, position penalties, disqualification, suspension of license, posting of bond, fines, and/or loss of points. A suspension may be for a determined period of time, number of events, indefinite or remainder of a season.
2. Repeat violations will incur stronger penalties.

B. Official Decisions

1. Any situation not specifically covered in these rules will be acted upon by the official or officials whose decision will be final and binding on all participants.
2. Any disagreement over technical questions or operations will be resolved by series officials. When their decision is made, such decision is final and binding.
3. Any dispute, controversy or claim whether or not relating to this rulebook or alleged breach of the same, shall be settled in accordance with the existing and/or amended rules and regulations, and competitor agrees to accept the decisions rendered by such process. By competing in the event, the competitor expressly agrees that determinations by series officials as to the applicability and interpretation of these rules are non-litigable, and they agree that they will not initiate or maintain litigation of any kind against Series, host track or anyone acting on behalf of either. If a competitor initiates or maintains litigation in violation of this covenant, that person agrees to reimburse the Series, track and all included persons or entities for the costs of such litigation, including all reasonable attorneys' fees. That competitor may also be indefinitely suspended from competition during the entire time of such litigation.
4. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted, or added to at the discretion of the series officials.
5. Series officials may use weight penalties for any infractions of these rules in an effort to make a car eligible to compete.
6. At certain events, to encourage the participation of other competitors, the officials may alter the rules for those cars, to try and create a level playing field for cars that might fall outside of the normal rules. Official's decisions are final.
7. Officials reserve the right to alter rules or procedures at any time in the interest of fairness or safety.
8. If a team needs courtesy laps prior to qualifying the teams can either qualify or elect courtesy laps and start the event on the rear, but not both.

6. Safety

1. It is the responsibility of the driver to ensure that they maintain, wear and properly use protective clothing & equipment during competition.
2. SFI certified safety equipment is highly recommended for all items.
3. Radio communication to the drivers is mandatory, with a minimum of one (1) spotter for each team. Spotter must have standalone radio or scanner to monitor race control.
4. **Approved seat belts with a minimum SFI 16.1 or higher certification rating is required. Seat belts must not be used beyond two years from the date of manufacture and must be within the expiration range. The**

date of manufacture must be visibly displayed on the seat belts at all times.

5. A capable form of head & neck restraint is required **and must meet the SFI 38.1 specification. Head & Neck restraint must display a valid SFI 38.1 label. Head & Neck restraint will remain approved for use until their expiration date which is five years after the date of manufacture.** A strap-type neck restraint is mandatory (no neck collars). Drivers will not be allowed on the racetrack at any time without proper neck restraints in place. **The following are the SFI-approved head & neck restraints currently acceptable to series: HANS: Professional Series, Extra/Economy Series, Pro Ultra, Sport Series, Sport II Series, Stilo HANS Zero; Safety Solutions: Hybrid, Hybrid Pro; Simpson: Hybrid, Hybrid Pro, Hybrid Pro Carbon; Stand21: Featherlite.**
6. Full-face helmets required. Helmet must comply with the following certifications and have a sticker visible for inspection: **FIA 8860-2010 (mfg. date after January 1, 2016), FIA 8859-2015 (mfg. date after January 1, 2020), FIA 8860-2018, Snell SA 2015, Snell SA 2020, Snell SA 2025.** "M" rated helmets are not allowed. Helmet skirts are highly recommended.
7. Professionally manufactured aluminum racing seats and the Kenny's Components JL1 seats if bolted in 6 locations with a minimum of 3/8 bolts are approved. An SFI 39.2 rating is highly recommended for all seats. All other carbon fiber seats must have prior approval and may be required to have a minimum SFI rating of 39.2.
8. Approved, clean, full driving suit **with a SFI 3.2A/V1 specification minimum is required. Fireproof gloves and shoes with a SFI 3.3 specification minimum are required.** Fireproof undergarments are highly recommended.
9. Driver's window must be equipped with a safety net with a quick release latch. Safety net must be a rib-type construction made from 1" x 1" wide material with 1" x 1" square openings when installed. Safety net must not be flush with the body or connect to the body at any point. String window nets will not be permitted. Safety net must have a minimum SFI rating of 27.1. **Safety net must not be used beyond two years from the date of manufacture and must be within the expiration range.** The minimum net size must be 17" wide and 16" high. When latched, the window net must fit and pull tight.
10. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
11. All lead weights must be painted white, with the car number painted on each individual piece. All weights must be securely fastened. No Tungsten or similar weight allowed.
12. Lead Inspection will be part of pre- and post-race tech. If a piece of lead is not properly painted white with car number in red or black **permanently** marked on all sides, **and/or fastened appropriately**, the team will receive one warning annually during pre-race tech only. Repeat pre-race, or any post-race infraction, the team will receive a **\$500.00** fine on the first offense, with **heighten penalties up to possible disqualification** on the second offense. Any weight lost **on-track, pit road, pit/garage area, etc.** will result in a **\$1,000.00** fine to the team.
13. **No lead can be added or removed from the race car during the race.**
14. All competing teams must possess a minimum 10 lb. working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher.
15. Master ON-OFF switch is recommended to be located in the center of the car, clearly marked and within easy access of the driver as well as access from outside both window openings. At minimum, it must be clearly marked and easily accessible to safety crews.
16. Numbers must be a minimum of 21" in height, with the body of each character a minimum of 3" in width and must be professionally placed on each door. A number is required on top, readable from the infield. Bottom of number towards driver's side.

17. Manufacture logo (Chevrolet, Dodge, Ford, Toyota) decal, car identity (Chevrolet: SS, Impala, Monte Carlo, Camaro; Dodge: Charger; Ford: Fusion, Mustang; Toyota: Camry) decal, headlight decals to match manufacture and car identity, and upper grill decal to match are required.
18. No part of any cooling/oiling system may be located in driver's compartment.
19. A working Fire Suppression system is required. Fire Suppression system gauge must be visibly displayed.
20. All cars must have an OBERG, SRI or other Series approved Vacuum Style fuel shut off placed in close proximity to the point where the fuel exits the cell.
21. Batteries must be securely fastened and mounted outside of the driver's compartment or in a box with a cover.

7. Substance Abuse Policy

A. Definition

1. Illegal drugs or substances are those substances defined and prohibited by local, state, and/or Federal laws.

B. General Prohibition

1. Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form by any participant in any part of the speedway grounds or in any area considered to be used in the operation of the event, including but not limited to parking lots, office areas, etc. All crewmembers and drivers are prohibited from being under the influence of alcohol or drugs during an event's scheduled activities. Any competitor suspected of being under the influence of alcohol or drugs must submit to testing by track security. Failure to comply will result in indefinite suspension.

C. Violations and Penalties

1. Any person found to be in possession of or under the influence of an illegal drug, alcohol, or drug substance on speedway property, as defined above or any person who is arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substances, or any person who is formally charged by a court of law with illegal drug. Violations may be subject to penalties by the series as follows:
 - a. Suspension from competition and eviction from track property and denial of further entry to the track/series for any events for a period of time to be determined by series officials.
 - b. In the case of formal charges being filed in a court of law, upon notification to speedway officials by the agency involved, the participant may be suspended from all forms of participation until such time as the charges are fully adjudicated through the legal process. In the case of a conviction by process of law, the participant may be prohibited from participating in any series events for a period of one (1) year from date of conviction up a lifetime ban.

D. Appeal and Hearing

1. Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by series provided the suspended participant requests such a hearing, in writing, within fourteen (14) calendar days of the date of suspension. It is the responsibility of the Suspended party to make such a request if a hearing is desired.

E. Reinstatement

1. A participant suspended for violations of these rules, except in the case of persons charged with selling illegal drugs or drug substances, may, as the result of a decision reached through the hearing process, be reinstated if it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed with the state, certifying that he or she is illegal drug independent, as a result of random and periodic examinations and urinalysis testing made at the request of Series officials.

F. Prescribed Drugs

1. If a participant is using prescription drugs on the advice of a physician, such use must be reported to the series director of competition prior to the participant's entry into series activities. Failure to notify will subject the participant to penalties as described in this section.

8. Appendix

A. Vehicle Weight

1. Minimum weight requirements:

Track	Chevrolet Box Stock	Chevrolet Rebuilt 604	Ford MEP 425	Ford Blue Oval
Berlin	2,725	2,750	2,800	2,800
Birch Run	2,700	2,750	2,775	2,800
Flat Rock	2,725	2,750	2,800	2,800
Indianapolis	2,700	2,750	2,800	2,800
Jennerstown	2,700	2,750	2,800	2,800
Nashville	2,700	2,750	2,800	2,800
Owosso	2,700	2,750	2,775	2,800
Toledo	2,700	2,750	2,800	2,800
Winchester	2,700	2,750	2,800	2,800

2. Weights will be measured by Series Officials using the scales provided by Series. It is the responsibility of each team to ensure that its car meets the specified minimum weight requirements. Weight will be measured with driver sitting in driver seat, steering wheel in place with hands on steering wheel, and helmet on head or in lap.

B. Ignition Box Program

1. Cars are required to compete with Series provided MSD Ignition Box Trays.
2. Series provided Ignition Box Trays include the following components, which may not be altered or replaced: MSD Ignition Box part #6427 6CT, MSD Ignition Coil part #8252, Quick Car Wiring Harness part #50-2053, and Quick Car ignition box tray. Tampering with and/or attempting to manipulate any component of the Series provide Ignition Box Tray is strictly prohibited. It is recommended that the ignition tray has a separate ground wire. The chassis and roll cage are no longer considered an adequate ground.
3. Team must return Series provided Ignition Box Tray to the Series, as defined in Rule 8-B-2, in condition acceptable to the Series, at the conclusion of the race. Failure to return Series provided Ignition Box Tray, and in an acceptable condition, will result in a \$1,000.00 fine to the team.

**These rules & procedures will be superseded by any rules & procedures provided during the event.*