

## **PROCEDURES AND RULES FOR SSR MOTORSPORTS PARK 4-16-26**

These rules are subject to change. The Race Director's interpretation of these rules is FINAL.

Protests/concerns should be directed to the Race Director. If a Driver or their representative/family/crew show up in Race Control (Tower) uninvited, that driver may lose all points for all races that Race Day/Night.

### **FUEL RULE (ALL CLASSES)**

Fuel must be one of the following:

- a) Commercially available pump gasoline with an octane rating of 87–93, purchased from a public retail fuel station, or
- b) SSR-approved fuel purchased at SSR Motorsports Park (Renegade Race Fuel).

The following are strictly prohibited:

- Any oxygenated fuels other than commercially available pump gasoline (E0–E10)
- Methanol, alcohol, ethanol blends exceeding E10
- Fuel additives of any kind
- Race fuels not specifically approved by SSR Motorsports Park
- Any fuel not meeting the specifications above

Inspection and Testing:

All fuel is subject to inspection and testing at any time. Approved testing methods include, but are not limited to, visual inspection, odor comparison, dielectric meter testing, and specific gravity testing. Fuel samples may be taken from the fuel tank at any time.

Fuel must be consistent with SSR baseline standards for legal pump gasoline or approved fuel. Any fuel determined to be outside of acceptable characteristics will be deemed illegal.

Fuel purchased at SSR Motorsports Park is automatically considered legal and not subject to disqualification based on composition.

SSR Motorsports Park reserves the right to require proof of fuel purchase.

**The decision of SSR Technical Officials regarding fuel legality is final.**

**NOTICE:** SSR Motorsports Park reserves the right to implement a spec fuel rule requiring SSR-approved fuel for all competitors. Advance notice will be provided prior to enforcement.

## **INEX SANCTIONED CLASSES**

INEX Series Drivers must have INEX License to compete at SSR Motorsports Park. This is an insurance requirement by INEX.

All INEX-sanctioned divisions (including but not limited to Bandolero and Legends) will be governed by the current INEX Rulebook.

SSR Motorsports Park will enforce all INEX technical and competition rules as written.

In the event of a conflict between SSR rules and INEX rules, the INEX Rulebook shall take precedence for all INEX-sanctioned classes, unless otherwise specifically stated by SSR for local competition.

SSR Motorsports Park reserves the right to implement additional procedures, safety requirements, and operational rules that do not conflict with INEX regulations.

SSR reserves the right to refuse the entry of any car, driver, and/or individual.

A 'Class' of race vehicles is 4 vehicles. Any less than 4, then that Group may have a Trophy Race for their Feature.

Race participants are not employees of SSR and are considered independent contractors and assume responsibility for all charges, premiums and taxes, if any, payable for any funds they may receive because of their participation in any event at the facility.

**\*\*\*LEVEL 1 and LEVEL 2 PENALTIES\*\*\***

Level 1 Penalty definition:

This is the most egregious form of cheating, where if a piece or part has been intentionally modified to gain an advantage over competitors.

**Level 1 Penalty:**

- a) DQ from that race and loss of all points for that race night, and
- b) Suspension from racing at SSR. (The number of races suspended will be determined by Race Director and Tech Official)

Examples include, but are not limited to: Drilling an extra hole in Restrictor Plate; making hole in restrictor plate larger; working carb or intake to smooth flow to the engine. (These are some examples and are not all inclusive).

**Level 2 Penalty definition:**

This is the lesser of the two penalties, where an advantage may have been gained, but no part or piece seemed to be intentionally modified to gain an advantage.

**Level 2 Penalty:**

- a) DQ from race, and loss of all points for that race night.

Examples include, but are not limited to: Ride height not meeting minimum; race vehicle too light; race vehicle weight not distributed per Rules; race vehicle wheelbase not within rules). (These are some examples and are not all inclusive).

**Repeat Offenses:**

Repeated violations, whether Level 1 or Level 2, may result in increased penalties up to and including suspension at the discretion of SSR Officials.

**\*\*\*BANDOLERO WIRING RULE\*\*\***

If a vehicle has a driver comfort system installed (fan or other device), the power supply for that device CAN NOT be tapped into, joined, spliced or otherwise connected to any wire, switch or ground of the vehicle ignition wiring harness.

The ONLY ACCEPTABLE METHOD to power the comfort device will be to run a dedicated wire from the battery to the switch, and from the switch to the device (assuming the ground will be to the vehicle itself).

**\*BANDOLERO AIR FILTER NUT SECUREMENT (RECOMMENDATION)\***

Per INEX rules, the air filter hold-down nut must be properly installed and tight at all times. Secondary securement (such as tape) is permitted and highly recommended to prevent loosening during competition.

**INCLEMENT WEATHER/CANCELLATION OF AN EVENT:**

SSR Motorsports Park does not issue refunds. In the event of rain or other hazardous conditions it may be necessary to adjust:

- A. The order of the event schedule
- B. Length of races
- C. Practices and qualifying sessions, or
- D. Stop the program completely

Race Director shall make every effort to resume the schedule in a timely fashion. If competition can continue, any division having not completed a heat race or qualifying session will be lined up based on the draw for that event.

If the event is considered a rain out, then the ticket that you purchased will be good for the designated date of the rain out make-up, which is usually the next race.

### **1) DRIVER CHECK-IN:**

- a) All participants must register for the current event, check-in at the Tech Area, show a valid/current INEX license (if required).
- b) A transponder will be issued, and a Driver's License will be held to ensure return of the transponder to SSR.
- c) Competitors draw for Heat Race starting position. Failure to draw for position will result in being placed at the rear of the field for the heat race.
- d) If multiple drivers competing in the same division have the same car number, the driver which registered first will get to keep their number. The other driver(s) will have to change their number and tell the Transponder table what the new number will be. No duplicate numbers competing in the same class.

### **2) DRIVERS MEETING:**

- a) All participants must attend the scheduled drivers meeting.
- b) Roll call may be taken.
- c) Failure to attend may result in the driver starting from the rear of the feature race.

### **3) TECH INSPECTION PROCEDURES:**

- a) All cars are required to pass pre and/post-race Safety/Technical inspection.
- b) If a driver should have questions or concerns about race car legality it is the driver's responsibility to talk to the Technical Inspector.
- c) If a car/driver is DQ'd after the Feature Race, they forfeit ALL points for that night.
- d) No antifreeze in any racecar competing at SSR. No exceptions.

#### **4) QUALIFYING:**

- a) SSR Motorsports Park will use Heat Races to determine starting positions for the Feature races.
- b) Where you finish is where you will start.

#### **5) PRE-RACE LINE UP:**

- a) All cars will line up at Stop and Go prior to their races.
- b) Any car not staged and ready to go when the division is called onto the track will start at the rear of the field.
- c) If a car cannot make a call for a heat, it cannot start in another heat.
- d) Should changes to the line-up become necessary on the grid all cars will be moved straight up (no crisscrossing).
- e) Once the session, heat or feature race has started, a driver may not use a backup car in that specific race.

#### **6) INITIAL RACE STARTS AND RE-STARTS:**

- a) The Leader (Control Car) may select Inside or Outside line.
- b) Cars behind the front row do not change lines.
- c) Starts will normally be double file and take place in the Start/Restart Zone.
- d) A consistent speed will be set by the Control Car.
- e) No passing is allowed until the green flag is displayed.

**A CAR CAN ADVANCE ON THE OUTSIDE ONLY BEFORE THE FLAGSTAND.**

The penalty for breaking starting procedures twice will be that car is sent to rear of the field. On re-starts if no laps have been completed with the green flag displayed and there is a caution there will be a complete double-file restart. Should two cautions come out without completing a lap the race may restart single file. Change to the lineup will result in drivers moving straight up, no crisscrossing.

**7) THREE CAUTION RULE:**

- a) A driver involved in three yellow flags per event, for any reason, may be black flagged.

**8) SPINOUTS:**

- a) If a competitor racing alone should spin out and the caution is displayed that driver shall be deemed the cause of the caution and sent to the rear.
- b) Three (3) unassisted spins equal Black Flag.
- c) If in the opinion of the Race Director a competitor intentionally spins to bring out a caution that competitor may be penalized.

**9) ROUGH DRIVING:**

- a) 2 Strikes and you're out.
- b) If in the opinion of the Race Director any competitor is observed driving out of control or recklessly, intentionally hitting another car, or is causing other drivers to spin or lose control of their car, that driver will be:
  - i. Warned/Penalized, then
  - ii. Disqualified.

**10) PASSING:**

- a) It is the responsibility of both the overtaking and overtaken driver to assure safe passing.
- b) A driver being overtaken must give the overtaking driver a lane to race if the overtaking car has the line.
- c) A driver traveling alone may use the full width of the track but once challenged must choose a lane to race in.

**11) ACCIDENT RULES:**

- a) Driver(s) deemed to be the cause of or involved in a caution will be sent to the rear of the field for the restart.

- b) If there is contact between multiple cars and the caution is displayed all drivers involved in the caution will be sent to the rear.

**12) BLACK FLAG:**

- a) A black flag may be given to any driver for any reason for safety, rule violations, or unsportsmanlike conduct.
- b) Driver will have two laps to answer the Black Flag or the yellow will be thrown to remove the driver.
- c) When a black flag is displayed the driver may seek consultation with the Stop and Go official.
- d) Black flags will be discretion of the Race Director/Flag Man.

**13) PITTING AND REPAIRS UNDER CAUTION DURING A RACE:**

- a) Trailers must be parked within pit striping with rear door facing center of pits. Orange underline means space is reserved for the year.
- b) Any car entering the pit area during a caution period must complete all repairs and return to the racing surface prior to the field receiving the “one to go” signal.
- c) Once the “one to go” signal has been given, the field is considered closed and no additional cars will be permitted to rejoin the race.
- d) Any car(s) wanting to return after the race has been restarted must do so from the grid at the direction of the Stop and Go track official.
- e) All cars returning to the track will restart at the rear of the field.
- f) SSR Motorsports Park follows INEX technical regulations where applicable; however, race procedures including caution length, pit procedures, and repair time are determined solely by SSR Officials.
- g) Decisions of Race Control regarding repair time and re-entry are final.

**14) WORKING ON CARS / RESTRICTED TRACK ACCESS:**

- a) All work on racecars must be done in the pit area NOT ON THE RACETRACK.
- b) No crewmembers are permitted beyond pit road or on the racetrack at any time unless requested to be there by an official.
- c) If a car is worked on by its crew (without an official's permission) while it is on the track, it may be disqualified from that event.
- d) If a driver takes 'courtesy laps' during intermission, that driver/car will tag the field for the Feature Race.
- e) The racing surface, infield, and any hot or active areas of the racetrack are strictly restricted to authorized officials only.
- f) At no time are crew members, family members, or spectators permitted on the racing surface or infield during any on-track activity, including practice, qualifying, or racing, unless specifically directed by an SSR Official.
- g) Drivers are responsible for the actions of their crew, family members, and guests at all times.
- h) Any unauthorized individual entering the racing surface or restricted area may result in penalties to the associated driver, including but not limited to disqualification, loss of points, or suspension.
- i) Entry onto the racing surface during a race, caution, or any active session without authorization may result in immediate removal from the facility.
- j) This rule is strictly enforced for the safety of all participants and will be treated as a zero-tolerance policy.

**15) LAPPED DRIVERS:**

- a) On restarts, lapped drivers will be placed at the rear of the field.

- b) Once a competitor has been put a lap down he/she must maintain a minimum speed to be allowed to remain on track (EIRI).
- c) When being lapped on the track, Lapped cars should move to the high groove and allow the Leaders to pass.

**16) CARS MOVING THROUGH THE PITS:**

- a) All Vehicles moving through the pits or infield must do so with extreme caution at a minimal speed.
- b) Racecars must follow the pit direction arrows exiting the track and entering the grid.
- c) Driver driving dangerous, erratic or at excessive speed will be warned or immediately penalized.
- d) Multiple infractions will result in you being asked to leave.
- e) The driver is the only one allowed in the racecar, no passengers in or on the vehicle (EIRI).

**17) SAFETY APPAREL:**

- a) All drivers must wear properly installed safety belts, safety suit, gloves, full-face helmet (with visor), and a head and neck restraint when on the racetrack meeting the requirements outlined below and subject to approval by Tech Officials.
- b) All safety equipment must be in good condition and free of visible damage. Tech Officials may reject any equipment deemed unsafe.
- c) One or two-piece fire-retardant suit required with minimum SFI 3.2A/1 rating or equivalent
- d) Full Face Helmet is required, must be SNELL SA2020 or newer
- e) All drivers with long hair must securely contain or restrain their hair (e.g., tucked into helmet or suit) while on track to prevent entanglement with moving components such as chains, clutches, or axles.

- f) Gloves required, minimum SFI 3.3/1 rating or equivalent
- g) Racing shoes, minimum SFI 3.3a/5 rating or equivalent
- h) Head and neck restraint required. Karting neck braces acceptable or SFI-rated HANS systems permitted.
- i) This includes warm-ups, practice, or whenever the car is in motion.
- j) From time-to-time safety apparel checks may be conducted. This could include checks for various equipment ratings and/or installations.
- k) Drivers must complete and pass this inspection to be able to compete.
- l) All race vehicles must have an approved, automotive racing, five- or six-point racing harness that is equipped with a quick release buckle. Be sure to regularly check your safety belts for damage such as fraying, tearing, etc. If this should occur, the safety belts should be replaced immediately. Tech may require that the belts be replaced if they are damaged. We recommend that the belts be changed no more than five (5) years after the date stamped on the SFI tag regardless of the number of times the car has been raced. The safety belts are designed for protection in only one major impact. If you have had a significant incident, we **STRONGLY** recommend immediate replacement of the belts. Make sure that your harness is totally secured and you have pulled the straps as tight as possible anytime you drive the car. Your safety depends on it.

**18) UNSPORTSMANLIKE CONDUCT:**

- a) There will be no harassment of officials, safety crews, spectators, other drivers or their crews. Unsportsmanlike conduct of any type will result in competition penalties and may result in the suspension of responsible parties. Drivers are responsible for the actions of all crew, family and friends.

**19) INTENTIONAL CONTACT:**

- a) If, in the opinion of Race Control, a driver makes intentional contact with another car, no matter the severity, that driver will be penalized.
- b) If a race driver strikes a competitor's vehicle under Caution or after a Race in retaliation that driver may lose all points for that day or night.

**20) TIMED EVENTS:**

- a) SSR has Timed Events for an entire event or part of an event. All Timed Events will have a pre-determined amount of time for completion (usually 20 minutes for Feature Races).
- b) If the time limit expires while under green conditions the white, checkered flag sequence will begin.
- c) Should time expire under caution there will be ONE Green, White, Checker attempt.
- d) Should a caution become necessary during the GWC attempt the race will be considered complete with cars having not crossed the finish line scored by their last completed green flag lap and those involved in the caution placed at the rear of each cars respective lap.
- e) Timer stops under Red flag.

**21) WHITE FLAG:**

- a) Once the white flag is displayed, the next flag will end the race.
  
- b) In the event of a caution after the white flag is displayed, the race will be considered complete. Cars will be scored based on their last completed green flag lap, with cars involved in the incident placed at the rear of their respective lap.

c) If the checkered flag is displayed and a caution occurs, all cars not having crossed the start/finish line will be scored based on their last completed green flag lap. Cars involved in the incident will be placed at the rear of their respective lap.

d) Racing back to the line is strictly prohibited.

**22) RACECEIVERS:**

- a) RaceCeivers are mandatory for every division during all on track activities (this includes practice).
- b) Failure to respond to commands from race control may result in black flag.
- c) It is your responsibility to ensure RaceCeiver is working properly.

**23) TRANSPONDERS:**

- a) Transponders are mandatory for every division, every race (EIRI). It is the responsibility of the competitor to ensure the transponder is attached properly in the correct location (not in your pants pocket!)
- b) If there are any questions, see Technical Inspector prior to any on track activity.
- c) If the transponder issued to you is not working, you may be black flagged or not scored for the remainder of the event.

**24) EXITING VEHICLE:**

- a) After an on-track accident drivers should not exit their cars except in an emergency (such as fire or a fuel leak) or if requested by a Race Official.
- b) Do not disengage your seat belts or any of your safety equipment until you are directed to do so by a race official unless in an emergency as listed above.

**25) ALCOHOLIC BEVERAGES AND DRUGS:**

- a) Alcoholic beverages and Drugs are not allowed in the pits during practice or race sessions. Drivers are responsible for their crew members.

**26) GOLF CARTS, ATVS, ETC.:**

- a) Only those with a State Issued Driver's License are to operate motorized vehicles in the Pit Area.
- b) This includes (but not limited to) golf carts, bicycles, ATVs, minibikes and scooters.
- c) Exceptions will be made for those with accessible needs. Please see the Race Director or Stop and Go Official.

**27) CLEAN-UP:**

- a) All personal property brought to the speedway by a team should be removed when they leave.
- b) This means tires, racecar parts, drain oil, etc. Please clean up after yourselves.

**28) DROPS AND POINTS:**

- a) A driver's worst 2 finishes will be dropped, and the best points events will determine a champion.
- b) No-shows can be dropped.
- c) You cannot drop a technical disqualification or a disciplinary black flag.
- d) Each driver who participates in all scheduled races will receive a bonus of 50 points.

- e) To be considered for end-of-year Track Championship points, a driver must compete in at least 75% of Track Feature races for that season.
- f) In the event of multiple drivers having the same number of points after the Championship round the drivers tie-breaker scenario will be as follows:
  - (i) 1st place finishes, 2nd place finishes, 3rd place finishes and so on until a champion can be determined. These rules govern local points only and will not carry through to the National Points system for INEX and Pro Challenge.

**29) MINOR RELEASE FORMS:**

- a) Annual minor release forms must be executed by parents and notarized for all SSR guests whether they are competing or not.

**SCORING PROCEDURES:**

**1) SCORING LAPS:**

- a. Laps are scored by the transponder scoring system and/or manual scoring.
- b. Laps are counted as complete when the majority of the field (50%) has passed the start/finish line.
- c. If the yellow flag is displayed and the majority of the field has not crossed the start/finish line, then we will line up cars based on the previous green flag lap lineup after pulling out the cars involved with the caution.
- d. If the majority of the field fails to complete the first lap under green, then the lap will not be scored and there will be a complete restart.

## **2) RESTART LINEUPS:**

- a. Restart lineups will be derived from the transponder scoring system and/or scorer's lap sheets.
- b. All cars that were scored under green flag conditions will hold their positions under the yellow flag.

## **FLAG RULES:**

### **1) GREEN**

- a. Leader starts the race in the Start/Restart Zone.
- b. The race will start when the Control Car fires off in the Start/Restart Zone.
- c. Passing will not be permitted before the green flag is displayed.
- d. On Starts and Restarts, do not pass to the left until after you pass the Start/Finish Line.
- e. If you accelerate before the Leader starts, this will be considered a "Jump Start".
- f. There will be only two chances to get the start correct.
- g. After the second chance, driver will be sent to the rear of the field.
- h. After 3 false starts, restart will be single file.

### **2) YELLOW:**

- a. All drivers slow to medium and consistent speed as soon as safely possible and fall into single file, nose-to-tail formation.
- b. No passing under Yellow is permitted unless directed by an official.
- c. Racing back to the start/finish line under the caution is not permitted.
- d. Do not stop on the racetrack or pull up to the Stop & Go Official to ask questions under the caution. Driver who does will normally take up tail end of the longest line.
- e. Cars involved in the Caution (wrecked or in some way damaged) may stop at Stop & Go for check out by the track

official during the caution (this car will have to go to the tail end anyway).

- f. If repairs are needed the car will be sent to the pits.

**\*\*Crew and family members must remain clear of the racing surface at all times, even under caution, unless directed by an official.\*\***

### **3) RED:**

- a. All drivers come to a complete stop as soon as safety allows.
- b. Movement on the track will be allowed when it is safe to do so, at Race Directors discretion.
- c. Emergency crews and track officials will be entering the track.
- d. Scoring will revert to the previous green flag lap scored.

### **4) BLACK:**

- a. The black flag is to be used at the Flagman/Race Director's discretion for safety, rule violations, or unsportsmanlike conduct.
- b. Furled and pointing at you: You have committed a dangerous or unsportsmanlike action. You probably know what you did- Stop it, or you will be penalized.
- c. Waving black flag while pointing at a car: A driver given the black flag must pull off the track. Driver may see the Stop and Go Official.
- d. Driver not answering a Black Flag will not be scored after 2 laps.

### **5) CROSSED FLAGS:**

- a. The race is at the halfway point.

**6) BLUE W/YELLOW DIAGONAL:**

- a. Indicates that the leader and/or other cars on the lead lap are overtaking a driver.
- b. The driver must move over to the high (outside) groove of the track to permit faster cars by them. Remember, if you were just lapped by the leader there may be more cars coming.
- c. If a driver is shown the move over flag for two (2) consecutive laps and does not move out of the racing groove to allow faster cars to pass, a black flag may be displayed to that car.

**7) WHITE:**

- a. Indicates one lap to go in the race.

**8) CHECKERED:**

- a. Indicates the race is officially completed and all drivers must pass underneath it to be scored on the last lap.
- b. A yellow and checkered may be displayed simultaneously and all cars having not crossed the start finish line will be scored by their last completed green flag lap with the cars causing the caution being placed at the tail of their respective lap.
- c. If a race driver strikes a competitor's vehicle after a Race that driver may be penalized per Race Directors discretion.

## **Claim Rule**

- 1) A racer may claim another competitor's engine in their field after the feature.
- 2) The driver being claimed must have placed in the Top 3.
- 3) The driver/parent making the claim must also report directly to tech with claim money in hand and immediately inform the tech official of their intentions to claim an engine and which engine is to be claimed.
- 4) If the claiming driver/parent leaves the tech area before post-race tech proceedings have finished. The Claim is void.

- 5) Once tech proceedings have finished and the tech official has notified the affected driver/parent the tech official will then take your name, kart number affiliated with, and money (*\$450 cash*).
- 6) The claiming party and affiliates will be asked to leave the tech area once the process has started, as to keep any possible conflict from arising. Failure to do so will void your claim, and your money will be returned.
- 7) The claimed driver may return to their pits to retrieve any tools that will be needed.
- 8) The engine removal will be under the watchful eye of the tech official(s) or qualified track personnel.
- 9) The claimed engine will come as it would out of the box. No other accessories.
  - a. Any attempt to damage/sabotage the engine will result in immediate disqualification and/or suspension of the offending driver.
  - b. **Refusal** of the claim will result in disqualification, and the engine being marked, seal cut and serial number recorded as it will no longer be allowed to race at SSR Motorsports Park.