



SEEKONK SPEEDWAY 2026 GENERAL RULES & PROCEDURES

GENERAL STATEMENT: The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events. These rules govern the condition for all Speedway events, and by participating in these events, all participants, guests, race members, and staff is deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

MISSION STATEMENT: It is Speedway's intent to promote a visually appealing form of entertainment that sponsors and fans alike may benefit from and ultimately the ever-expanding sport of auto racing. It is the responsibility of all divisions to provide a visually appealing and uniform appearance for all vehicles. Specifically, paint and lettering. This benefits both fan identification and media appearance.

REGISTRATIONS & LICENSES: Anyone who participates as a driver or owner in any Seekonk division must be registered and licensed to receive points and prize money when given, special events may have different rules. The speedway reserves the right to reject or revoke any license or application at any time. A temporary license (TP) for the owner & driver may be issued on a cost per use basis. Fee is non-applicable to annual license. Updates and news related to changes in divisions with rules or track schedules will be posted on locked social groups for each division. Each team should have the driver & owner and (1) crew members if elected to be in these groups. Teams must contact the track to be registered for these groups. No other forum will be used to release information. Some schedule updates will be posted on Speedway website and speedway social pages.

***2026 Seekonk Speedway Sunoco Drive For The Cup Format**

Seekonk Speedway will maintain the Sunoco Drive For The Cup playoff format for the 2026 season, with some adjustments to continue to emphasize that every single lap, from race one until the final checkered flag, matters more than ever.

The 2026 playoff format will include "The Final Four" in each one of Seekonk Speedway's divisions, who will compete for the championship over the final four weeks of Fast Friday and NASCAR Saturday.

The Final Four are the top four in the championship standings at the end of the regular season (August 21-22). In the event of a rainout that weekend, the Final Four will be set based on the standings at the conclusion of the last completed event. Seekonk Speedway's general tiebreaker rules will be used in the event of any ties to set a Final Four spot.

Seekonk Speedway has eliminated the one-race, winner-take-all portion of the playoffs. The track has replaced it with a combined points system over the four playoff events that will profile consistency, winning and clutch performances from drivers all year, and in the final four weeks, to secure the championship.

Drivers in the Final Four will also have the opportunity to carry bonus points from the regular season to help their title quest - with five bonus points provided to the points leader at the end of the regular season and one bonus point for each regular race win. The one bonus point per victory will also apply during the four-week playoffs. Second through fourth in the championship standings at the end of the regular season will also earn bonus points going into the playoffs (3-2-1).

'26 Fast Friday playoffs: August 28, September 11-18 & championship night on September 25

'26 NASCAR playoffs: August 29, September 12-19 & championship night September 26

Playoff seeding will be as follows:

- 1 Seed - 1st in regular season points**
- 2 Seed - 2nd place in regular season points**
- 3 Seed - 3rd place in regular season points**
- 4 Seed - 4th place in regular season points**

- 1 seed - begins with 5 points + any race win bonus points**
- 2 seed - begins with 3 points + any race win bonus points**
- 3 seed - begins with 2 points + any race win bonus points**
- 4 seed - begins with 1 point + any race win bonus points**

There will be no eliminations at any time during the playoffs. All four drivers in the Final Four will be eligible to win the title unless they are mathematically eliminated.

Points will be earned by competitors in the four-week playoff format and the highest total at the end of the four weeks will determine the champion.

Drivers will be awarded points after each playoff event as follows:

- 4 to the highest finishing playoff driver in the race**
- 3 to the second highest finishing playoff driver in the race**
- 2 to the third highest finishing playoff driver in the race**
- 1 to the fourth finishing playoff driver in the race**

If a playoff driver wins a playoff race, they will be awarded an additional bonus point. For example, if a playoff driver wins, they will have earned a total of 5 points for that night - 4 to be the highest finishing & 1 bonus for the race win

The Seekonk Speedway points for the entire season will continue to run from opening day through championship night. The champion in each division will be the winner of the four-week playoffs. To determine second on down in the final championship standings for the 2026 season, Seekonk Speedway will resort back to the overall season standings. This means a driver could go from out of the playoffs (5th or worse) at the start of the playoffs and still finish second in the championship standings. Drivers who continue to race through the end of the season are likely to increase their points position and increase their point fund totals.

Notes:

- NASCAR Saturday heat race points will not be included in the playoff points tally.**
- In the event of a rainout in any of the playoff events in the first three weeks, no races will have a rain date. If there are only two playoff weeks due to rain, the champion is determined based on the combined points from those two weeks, plus any points the driver entered the playoffs with. Ties will be handled as outlined in 1.0 Point System.**
- In the event of a rainout on the Final Four weekend, rain dates are in place. If those dates rain out, the season is over. The champion would be the highest of the Final Four drivers in the overall Seekonk Speedway season point standing to that point.**
- Drivers in the Final Four will line up together for each playoff race event, as long as they have all qualified into their positions. The feature lineup will be determined with the non-playoff qualified cars at the front, followed by playoff cars together.**
- A non-playoff car that is the feature winner from the previous week cannot start in front of the playoff cars, even if qualified. If a playoff driver wins a playoff race, they can still start ahead of other playoff cars the next week.**
- Drivers who do not have at least two of the previous three weeks of points will line up behind the playoff cars if they qualify.**
- As long as playoff drivers qualify into the invert (Fast Friday) or their heat handicap position (NASCAR Saturday) they will earn the spot they will start.**
- Heat race lineups for NASCAR Saturday playoff events will remain set off the normal track handicap system, with the Final Four drivers split up so they are not all in the same heat during playoff events.**
- For all playoff events, Seekonk's general and technical rules are in effect.**
- The order of which the four playoff drivers start in the feature will be determined off the normal track handicap procedure. On Fast Friday, the drivers will be inverted based on speed in the time trial session. On NASCAR Saturday, the drivers will be lined up with the current**

handicap system - the lowest previous three-week points average to the highest three-week points average.

- The Playoff system will not impact Seekonk NASCAR State points or the INEX National Points. The Seekonk Speedway NASCAR Massachusetts State championship will be determined in the final race of the playoffs. The State champion will be the driver who earned the most NASCAR points across all track events for the season.
- Points through the entire regular season and playoffs will be honored in the same manner as 50-48-46-44-42 & through the field. At the end of the final race of the playoffs, there will be a final points grid that includes the point totals from the entire season. The winner of the Sunoco Drive For The Cup Playoffs will be the Seekonk Speedway Track Champion and be awarded first place as champion.

PLAYOFF LAP COUNTS:

Playoffs Week 1 + 2:

Pro Stocks: 40 laps
Late Models: 30 laps
Sportsman & Sport Trucks: 25 laps
Sport 4, Pure Stock & Legends Cars: 25 laps
Crown Vic Cruisers: 20 laps
Bandolero divisions: 15 laps

Playoff Week 3:

Pro Stocks: 45 laps
Late Models: 35 laps
Sportsman & Sport Trucks: 30 laps
Sport 4, Pure Stock & Legends Cars: 25 laps
Crown Vic Cruisers: 20 laps
Bandolero Divisions: 15 laps

Final Four Championship Events:

Pro Stocks: 50 laps
Late Models: 40 laps
Sportsman & Sport Trucks: 35 laps
Sport 4, Pure Stock & Legends Cars: 30 laps
Crown Vic Cruisers: 25 laps
Bandolero Divisions: 15 laps

1.0 POINT SYSTEM

Points will be awarded to the driver for qualifying and feature races. To be eligible for points, driver must start in said events and be NASCAR (when required) licensed. Only regularly scheduled races will count for points. Special events may not, unless otherwise noted by track management. In case of ties, they will be broken by using the greatest number of 1st, 2nd, 3rd, etc. until the tie is broken. Seekonk/NASCAR Point-fund distribution and Trophies will be made at the end of the season to the top (10) Ten drivers and top (5) Five car owners of each Saturday division. Fast Friday will award the top (10) drivers in each division with trophies.

QUALIFYING POINTS (Saturday racing only)

5-4-3-2-1

FEATURE POINTS.

50 - 48 - 46 - 44 - 42 - 40 - 38 - 36 - 34 - 32 - 30 - 28 - 26 - 24 - 22 - 20 - 18 - 16 - 14 - 12 - 10 - 8 - 6 - 4 - 2
Two points to every position past 24th.

2.0 HANDICAPPED POINTS SYSTEM

We will use the current (3) week total for handicapping. Week one (1) is draw for positions (except Pro Stocks). Week two (2) is an inversion of week one points. Week three (3) is a total of week one and week's two points. Week four (4) and beyond will total the previous three weeks points. Each race missed driver is given 55 points. 65 points for disqualifications. Handicap points are used to assign positions in qualifying heats and feature races, starting the lowest at the front and highest to the rear. Past feature winners during the season cannot start closer than third row, the last feature winner will start in the last qualified spot. Special rules may be applied to championship races. Race Director/Competition Director may deem necessary to start any competitor toward the rear of the

field for rough riding, technical issues or if, in their opinion, a car is not competitive on a given night based on lap times and/or handling problems.

FAST FRIDAY HANDICAP POINTS SYSTEM

We will use the current (3) week total points for handicapping. This is the last (3) events run for each division. Each driver who misses a race will be given 50 points (max points you can earn in one night). Drivers who are disqualified will be given 65 points for that specific night.

Handicap points are used to assign positions for feature starting spot following group qualifying.

-Lap times will be used from group qualifying session to determine invert (Friday practice three)

-An invert of group qualifying cars will be determined (around half the cars in attendance)

-Inverted drivers will start in order of (3) week points total with lowest total to the front and highest to the back

-Inverted field will move all feature winners to the back of invert with the last week's feature winner starting last

-Cars that missed two of the last three weeks of points will be placed behind feature winners, but in front of most recent feature winner, if they qualify for the invert

-Cars who do not qualify inside the invert will be placed in starting positions straight up from their position in group qualifying

-Maximum starting field is 26 cars. Consolation race will be used to establish maximum count when needed. Special rules may be applied to championship races. Race Directors / Competition Director may deem necessary to start any competitor towards the rear of the field for rough riding, technical issues, or if, in their opinion, a car is not competitive on a given night based on lap times/handling problems.

QUALIFYING RACES: Drivers must run in a qualifier or consolation race to advance into the feature. If a driver does not attempt to qualify, they would then start at the rear of the field for feature if no consolation race were completed. The qualifiers will determine which cars will advance to the feature with the remaining cars lined up in their finishing order for consolation race. The number of qualified cars will be determined by the Competition Director. Each feature will have a set number of laps listed.

CONSOLATION RACES: The consolation race will be run if the car count is over 24 cars. If not, cars will be lined up behind qualified cars in their finishing order for the feature. Track management reserves the right to not run a consolation race and start all cars.

PROCEDURE FOR START OF SEASON

Pro stocks: Draw for time trials, times will be used for qualifiers, feature will be inverted; number of inverts will be determined by draw.

Late Models, Sportsman and Trucks: Qualifiers determined by draw, top four positions in each qualifier must have lap times taken in practices that meet *base line*. If a car is moved due to a low lap time all cars will move up in position. Features will be inverted; number of inverts will be determined by drawing after qualifying races.

*Base line is a lap time formulated by all cars practice times. The highest and lowest times are dropped and an average is taken.

3.0 SIGN IN PROCEDURES

Upon entering the pits, the driver or team representative must go to the Handicapper's booth and sign in their car. The car must be present to be signed in. If said car does not arrive, the driver may be handicapped with (2) feature wins.

All cars must be signed in 30 MINUTES before the first scheduled qualifying event. Cars signed in after this time will be assigned to the tail end of a qualifying race. If a driver once qualified changes cars they will be repositioned to the rear of the field.

ROOKIE PROCEDURES: Rookie rules apply in all divisions except Bandoleros. Division 1 (Pro Stocks) is posted by NASCAR when a driver holds a division 1 license for the first time. Drivers need to check with NASCAR on rookie status when registered in Division 1. In all other divisions to be considered for "Rookie of the Year Awards" drivers may NOT HAVE competed in more than three (3) feature races in the current division or a higher division in prior years. The driver must complete more than 50% of the races. Drivers must register with Handicapper to be in contention at START of season. Start of season is the first (3) races. A horizontal yellow stripe **MUST** be placed

on the rear bumper to identify ALL rookies in each division. It is the responsibility of the driver to register and acknowledge their rookie status.

DRIVER'S MEETING: All drivers and spotters must attend the scheduled drivers' meeting. If a driver is not in attendance the track can impose penalties to the driver and team. Roll call can be done at any time. It is vital that the driver and car owner, when available, are present at these meetings where they may be updated on track rules and/or any changes made.

4.0 OFFICIAL FLAG RULES

Any driver who does not obey the following flag rules will be subject to disqualification for the night's events, suspension, or fined. The starter shall always have complete jurisdiction over the flags and his judgment shall be considered final. This also applies to signal lights on the track.

GREEN FLAG: The green flag is used at the beginning of the race or on restarts, when the Starter gives the green flag, the race is considered under way.

RED FLAG: The red flag means that the race must be stopped immediately regardless of the position of the cars on the track. The red flag will be used if, in the opinion of the Starter, the track is unsafe to continue the race or when safety vehicles are deployed onto the track. When the red flag is given; all cars must STOP and hold their position. Track Officials may direct cars to a designated area. If for some reason a car is driven, pushed, or towed into the pit area and a red flag is given, NO work may be performed on any cars until the yellow flag or lights are shown.

BLACK FLAG: The black flag, when shown or waved to any driver, must be obeyed immediately. The Starter may use this flag not only for a disqualification for an infraction of a rule, but also when a car has some mechanical defect which might cause an accident or make it dangerous for others. He must slow down, keep clear of the other cars, and pull off the track at the first opportunity. A black flag can be pointed at a driver as a warning that if his actions continue, he will be penalized. If the driver does not obey the black flag directive, the driver will be shown the black/white X flag.

BLACK FLAG/WHITE X: The black flag with a white X will be given when a driver does not adhere to the black flag or to the direction of the track officials. When this flag is shown, scoring is discontinued and the car must pull off the track immediately, and they are ineligible to return for the remainder of the event.

YELLOW FLAG: The yellow flag means caution, slow down. This flag, when given, indicates an immediate break in the race for a caution situation. All cars must slow down to a caution pace and fall into single file order. After all caution periods, the lineup and restart procedure will revert to the last completed green flag lap. A completed lap will only be determined when ALL cars have past the start/finish line. Laps run under yellow will not be counted. Cars returning to the track from the pit area during a caution must line up at the rear of the field in order they enter the track.

BLACK & YELLOW TOGETHER: When the black and yellow flags are shown together this indicates the end of practice and all cars must proceed to the pits in a safe manner.

BLUE FLAG/YELLOW STRIPE: The blue flag with diagonal yellow stripe is known as the passing flag. When this flag is shown to a driver it signifies that faster traffic is coming from behind and said driver must yield to overtaking cars. A waving flag indicates that the driver is about to be overtaken by the leader or faster traffic and must yield their position to them. Disobeying a passing flag may result in the driver getting the black flag.

WHITE FLAG: When the white flag is displayed it means the leader has started his or her last lap. If on the last lap the yellow flag is displayed, all cars, regardless of their location on the track, will slow down and maintain position with respect to other cars still running on the track and revert to the last completed green-flag lap. On the restart, there will be a green, white and checker finish.

CHECKERED FLAG: When the checkered flag is displayed, it means the leader has completed the final lap required and the race is completed. The balance of the field receives the checkered flag in the same lap. Finishing positions will be awarded according to the most laps traveled in the least time, whether the car is still running or not.

5.0 TRACK RULES

5.1 No repairs or work of any kind may be performed on the track or in the pit tunnel areas up to the black top. All cars must go directly into their designated pit area for any or all work. Any car or cars that leave the track and go into the pits must start at the rear of the field. No cars may be pushed onto the track from the pits. Cars must be running to enter onto the track.

5.2 When an accident occurs or a race is under caution for any reason, all cars not involved MUST stay in single file. Track personnel, Ambulances, Wreckers, and Officials should be given room to do their job safely! Cars compromising safety may receive penalties!

5.3 Any driver not involved in an accident should not get out of his car. If a driver gets out of his car for any reason, he or she will then start at the rear of the field. Any driver of a car involved in an accident not needing medical attention must remain with their car until it is removed from the track.

5.4 "Accident Car Rule" Any car involved in an accident will be placed to the rear of the field. A car that has stopped to avoid an accident will be given their spot back from their last completed lap. The Race Director and flagman shall be the final authority on whether a car is considered to have avoided, been involved, or caused an accident.

5.5 ONLY track officials are allowed in the tunnel areas.

6.0 RACE PROCEDURES

6.1 START OF RACE: Once any car enters on the track, they are considered to have started the race and will be placed in the finishing order. Any car that does not take the first green flag at the start of the race will not be permitted to enter the race at any time and will not be eligible for a finishing position or points for that race. Cars may only enter onto the track under the direction of track personnel to ensure a safe entrance onto the track.

6.2 ALTERNATE CARS: Alternate cars will be displayed on the blackboard below the starting lineup. If any of the original cars scheduled to start the race do not take their position in the field prior to the start of the pace laps, the first alternate may enter before the pace laps finish, at the rear of the field.

6.3 LAP COMPLETION: A car must cross the starting line twice to complete a lap. Cars that pull into the infield ahead of the starting line or pull into the pits shall not be scored for that lap.

6.4 STARTS: No race may start till cars pass the first start line. Both front row cars will start the race when the green flag is waved by the starter. Both front row qualifiers must maintain a steady pace side by side. In the event of a false start, the offending car may be repositioned to the rear of the field (Race Director will decide). All cars must maintain their position until they have crossed the start/finish line. Cars passing before the start finish line will be penalized two (2) positions for each car passed at the next caution or at race end. The Race Director may at their discretion remove lapped cars if they do not adhere to the passing flag or are not up to a safe racing speed.

6.5 RACE RESTART: When a race is stopped before the completion of one (1) lap, there shall be a complete restart. After one lap is completed, all restarts go back to the last completed green flag lap. Cars involved in an accident shall start at the rear of the field. If there is no restart, cars will be scored on the position they would have held in a restart, with (if any) accident cars at the rear of the field. All cars must cross the start/finish line for the lap to be completed.

***6.6 BLOCKING: International block will not be tolerated. If the Race Director or flagman suspects you are holding up the progress of other cars, you will be signaled to pick a lane (high or low) Repeated acts of blocking will result in the black flag being given.**

6.7 LAPPED CARS: In a lapped car situation, the Starter will waive the lapped car/cars up into the slow groove or high groove. Said cars must comply out of courtesy and safety. Lapped cars will use the outside lane with care, so that cars in the lead lap will not be impeded.

6.8 TWO CAUTION RULE: Any driver that is involved in two (2) incidents on their own resulting in a caution will be black flagged from that event and sent to the pits. Cars stopping to avoid an accident, or their spin is the fault of another car, this will not be considered under this rule. The Race Director makes determination on black flag. This is for feature events ONLY.

6.9 SPINOUTS: Driver's that spin out must try to continue immediately and not stop the race. This rule will refer to 8.0 VIOLATIONS AND DISCIPLINARY ACTION under Intentional Stopping of a Race Event (Intentional Yellow)

6.10 LINEUPS: All cars must be ready to compete on time for each event. Cars not ready when called onto the track may be put to the rear of the field or replaced by an alternate car if there is a full field. Cars that pull off track at any time must go to the rear of the field unless directed differently by the Race Director. If a car is unable to start the race, all cars behind that position will move up in their row.

6.11 RACE DISTANCE: All races will be run until the leader has completed the advertised distance. However, if the scheduled distance is not completed, the race will be considered officially completed after the halfway mark. When a race has stopped and not restarted, the finish will be determined by the last complete green flag lap, with accident cars put to the rear. If a time limit was imposed, the race would be complete on the last green lap regardless of the number of laps completed.

6.12 SINGLE FILE STARTS: During any race event, the Race Director may choose to go to single file restart as conditions determined and will remain single file for the remainder of the event.

***6.13 CONE USE FOR STARTS ONLY:** For feature events only, for the race leader only, on all restarts during each feature race. Until at least one lap is completed, the leader must start on the bottom. When the Flagman or Race Director reports over the radio that the field is coming to one to green before restart, the leader will be asked to choose their lane at the start/finish line. The leader will mark their choice by driving below or above the painted yellow cone at the start/finish line. If the leader drives over the cone, or fails to make their choice clear, the Flagman and/or Race Director may determine the leader must start on the bottom. Once the field is set after crossing the cone, the remainder of the field will cross over as normal.

6.14 PUSH STARTS: If any car/truck is push started on the track while competing in any event they must start at the rear of the field and any cars/trucks that are a lap down to the said car will be positioned behind them. This rule excludes red light situations or at first lineup. Cars must be running at the top of the tunnel to enter the track. NO jump-starting vehicles by pushing them down the tunnel.

6.15 MISSING PARTS: All race cars/ trucks must start a race event with all body parts intact. Only if after an accident the body part cannot be reattached to the car/truck and it has been deemed safe to compete by a Tech Official, may the said car return to the track. If able time is available between races, the car/truck must make a fair attempt to attach missing parts.

7.0 PROTESTS AND INSPECTIONS

7.1 Competition Director, or Chief Tech Official has full authority at the track to order inspections to check for possible rule infractions. All cars are subject to random inspections at any time. The Competition Director will review all applications of protest and have final ruling in all said matters. Only (1) item per protest - per event. Drivers may not protest more than one car per event, another driver finishing in a position behind them, and may not protest the same driver more than once per calendar year. Protest must be specific in alleged violation to determine whether protest is allowed or rejected. If the Competition Director deems it necessary, an appeal will be brought before a Contest Board for review. In the event of a refusal to comply with protest, said car will be considered illegal. The Contest Board will be made up of three (3) owners and (3) track officials.

7.2 The track has the right, for inspection purposes; to seal or impound cars or car parts competing in any event. The track assumes no responsibility for impounded cars or parts.

7.3 All protests must be filed in written form within 15 minutes of the conclusion of that event. Protests must be filed at the Handicapper's booth through the Pit Steward. Only an owner or driver participating in said race and has completed the race may petition for a protest. Any car owner or driver that protests a car must post a protest-fee (cash) as listed; you must also give one specific reason for protesting. If a crate engine needs to be re-sealed add \$100 dollars per seal to protest fee.

- 1) Visual inspection \$100 dollars
- 2) Removal or disassembly \$200 dollars (excluding engine)
- 3) Protest of engine parts requiring disassembly \$500 dollars.
- 4) Crate Engine protest see Competition Director.

The protest fee will be forfeited to the owner of the protested car. If the car is found to be illegal, the protest fee will be returned to the person protesting. ALSO:

The illegal cars will be disqualified.

The illegal car will lose all money and points for that race.

Any illegal parts may be confiscated!

For handicapping purposes drivers will receive handicap points.

7.5 A car owner or driver may protest a race by posting a fee of one hundred (\$100) dollars cash with the Pit Steward within fifteen (15) minutes of completion of protested race. The decision of a protested race shall be decided by the Race Director after review. The protest fee may be forfeited or returned to the protester at the discretion of the Race Director. Actions taken by the Race Director during a race cannot be protested because they have been handed out and received by the driver during the race, any penalties given that have extended out to another race or a reposition in the finishing order may be reviewed.

7.6 Any protest and or appeals shall automatically delay all payoffs for that night. The payoffs may be made the following week or a later date.

7.7 All cars must be inspected prior to the start of the racing season. Infractions of tech rules not noted on an initial inspection do not preclude subsequent inspection and disqualification due to a tech infraction. Teams should build their cars fully upstanding the rules or ask for rule interpretations.

7.8 Upon completion of feature events in ALL divisions, the Top Five (5) finishing cars and any other cars specified by Tech Officials must go directly to the scale area for inspection. No cars may be jacked up or handled in any way that could be seen by officials as aiding a car through inspection, cars must pass through tech then be directed by Tech Officials. Failure to do so can bring automatic disqualification. Any parts found to be illegal during an inspection may be confiscated and become Property of the track. Any failure to comply with a Tech Official's request for inspection or forfeiture of any illegal part shall result in fines, and/or loss of finishing positions in the event, and/or loss of championship points, and/or definite or indefinite suspension.

7.9 If during an inspection the Tech Official determines that a car cannot pass tech, caused by an on-track incident, the competitor may be allowed to pass through tech or make changes where inspections can be completed.

7.10 In the event that a car owner or driver is disqualified and continually shows disregard for the rules, the Speedway may impose greater fines or penalties.

7.11 If the Chief Tech inspector determines, prior to any race, that a car does not meet the applicable specifications, the car shall not be allowed to compete. Unless, in the discretion of the Competition Director, the deficiency (a) shall not adversely affect the orderly conduct of the race; (b) cannot be corrected in time for qualifying for the race (if no qualifying); (c) will not provide the Competitor with a significant competitive advantage over other competitors; and (d) is so insignificant as to not warrant a determination that the car is ineligible to race.

If the Competition Director permits the car to compete under the circumstances outlined above, the Official shall apprise the competitor in writing of the deficiency, and time when the said deficiency must be corrected. If the deficiency is not corrected the competitor may not compete in any events.

8.0 VIOLATIONS AND DISCIPLINARY ACTION

Penalties for violation of Seekonk Speedway Rules are determined by the gravity of the violation and its effects on the fairness of the competition, the orderly conduct of the event, and in the interest of stock car racing. Such penalties may include, but are not limited to, disqualification, suspension of membership and license privileges, fines and/or loss of points. A suspension may be total, or it may be 1) limited to a suspension of privileges at the track, 2) for a particular series of events, or 3) for a specified or indefinite period.

Any person who are deemed consistent offenders through years of issued violations can be given more severe penalties for any actions performed on the grounds of the speedway.

The Race Director and/or Pit Steward will use the following as guidelines for the imposition of penalties in the situations described below but may assess a greater or lesser penalty depending upon the severity of the circumstances.

8.1 When such penalties as event suspensions are given, they must be served on completed point races for that division. PROBATION means starting at the rear of the field for qualifying race and feature, determined by Race Director. ALL decisions and/or penalties from race night are subject to additional reviews prior to the next scheduled race event. The following guidelines will be used:

Speeding in the Pit Area

- A - One event probation.**
- B - Two events probation.**
- C - Three events probation and DQ that night.**

Rough Riding or Excessive Contact

- A - Repositioning to rear of field.**
- B - DQ from race.**
- C - DQ from race plus suspension.**

Intentional Contact after Race Completion or Under Caution

- A - Reposition in field – 2 cars per contact.**
- B - Repositioning to rear of field.**
- C - DQ from race event.**

Unsportsmanlike Conduct or Endangering Safety of Others

- A - One event Probation.**
- B - Repositioned to rear of field.**
- C - DQ from race event and suspension.**

Intentional Stopping of a Race Event (Intentional Yellow)

- A - 1 Lap penalty.**
- B - Removed from competition.**
- C - Removed from competition, 1 week suspension.**

8.2 Any member who signs the pit release sheet and gives their pit ticket to anyone else shall receive a fine of at least \$100 and suspension from three (3) race events.

8.3 Any member who, while participating at Seekonk Speedway, partakes of any alcoholic beverage, stimulating, depressing, or tranquilizing drugs, or is otherwise under the influence of alcohol or drugs, shall receive a disqualification, a minimum fine of \$250 and/or suspension.

8.4 Any member who participates in a fight(s) or incites any fight(s) and/or threatens to do bodily harm to any official or another member.

- 1st offense - One race or pit access suspension**
- 2nd offense - Two race or pit access suspension**
- 3rd offense - Suspension up to one (1) year (12 months)**

8.5 Any competitor/member who commits an assault with a weapon in the pits, on the track or on the race premises shall receive a minimum fine of \$500 as well as suspension.

8.6 Any competitor/member/participant found to be engaged in unsportsmanlike behavior or any inappropriate behavior towards a speedway official may be subject to penalties including fines, disqualifications, and suspensions. This includes any aggressive actions including arguing, yelling, cursing or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to Seekonk Speedway or a Speedway official.

8.7 Any Public statement made in person, third party or on digital and social media platforms and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapped condition. May result in Min. \$250 fine, disqualification, and Indefinite suspension.

8.8 Any person or team that takes place in intimidation, threatening or bullying behavior of any person either in person, on social media or private messages may be subject to penalties including fines, disqualifications, suspensions, or removal from Speedway grounds.

8.9 Any competitor who has retained damage or has a disabled vehicle on the race track must remain with their vehicle until safety crew advises otherwise. Exceptions will be made for situations such as car fire, etc. No driver may walk off the racing surface following an incident at any time, and may only exit in a track safety truck. Violations of this rule may result in fines, probation or suspension.

9.0 GENERAL RULES AND REGULATIONS

Seekonk Speedway is private property. Any person on this property, without permission from the Speedway management, is guilty of trespassing and subject to penalties prescribed by law. Through the purchase of a pit pass or ticket, you have been given the privilege to be on this property in conjunction with racing activities. However, the administration of Seekonk Speedway reserves the right to revoke and cancel this privilege at any time that it is felt that your presence or conduct is not in the best interest of the sport of auto racing.

9.2 If you think that you are being treated unfairly or you have any gripe in any way, either against officials or participants, it is your privilege to go to the Race Director or Competition Director and enter a complaint.

9.3 Age limits: All minors entering the Seekonk Speedway pit area must have completed Minor Release forms. Anyone under the age of 15-years-old is not allowed in the pits, unless they are a driver, or direct sibling of a minor driver racing in INEX sanctioned events (Bandolero & Legends Cars).

-All drivers and crew members entering the pits on NASCAR Saturday events must be at least 15-years-old.

-All minors approved to enter the pit area must have Minor Release forms signed with one form for each parent, and all forms must be notarized.

-A copy of the minors birth certificate must be provided to Seekonk Speedway at the time minor paperwork is turned in.

-No minors under the age of 15 are allowed in the pit area for Touring Series events (including NASCAR Whelen Modified Tour, Monaco Modified Tri-Track Series, American-Canadian Tour, etc).

On Fast Friday:

-INEX Divisions (Bandolero & Legends Cars) will allow minor drivers in the pit area as long as all minor paperwork is completed.

-Siblings of those minor drivers are allowed in the pit area with their guardian at all times as long as all minor paperwork is completed.

-Siblings who are allowed to enter the pit area must be approved by the Competition Director. Those siblings must be direct siblings of the minor driver and must remain with a guardian at all times. The sibling policy is only in effect if the driver of the race vehicle is a minor themselves.

-The minor sibling policy is NOT in place for any divisions outside of INEX at Seekonk Speedway.

-All minors who are approved for a pit pass must be approved by the Competition Director.

-If there are approved siblings under the siblings policy, those siblings must also have 2 minor release forms signed and notarized, one for each parent, with their birth certificate provided.

-Failure to provide 2 forms for any minor will result in no entry to the pit area.

Saturday Night Minor Drivers Program

This program is a benefit we offer to our youth drivers who want to experience all that happens on a NASCAR race night at Seekonk Speedway. Exemptions to Saturday Night Pit age policy are allowed for registered Fast Friday minor drivers only with the following strict rules:

-Must be a registered and ACTIVE* INEX Driver and be actively participating in the Fast Friday race program at Seekonk Speedway. Whether a driver is active or not will be determined based off how many races they have run. The Competition Director will have final say.

-Must be accompanied by parent or guardian at all times in the pit area

- Minor drivers will have access to pitting areas only. Hot Pits area is off limits as is spotters areas.
- Parents must have all proper release paperwork on file with office

Privileges to be a minor in the Seekonk Speedway pit area will be instantly revoked any time a minor is found to be without parent or guardian in the pit area or in violation of the above rules. Any forms received with both parent's signatures on one form WILL NOT BE accepted!!

9.4 Any drivers participating in practices, qualifying or feature events must be a registered driver at Seekonk Speedway and carry a NASCAR license (Saturdays). Failure to notify the Handicapper of any driver change will result in loss of purse and points for that night.

9.5 Registered drivers may compete in multiple divisions on Saturdays. Drivers must be registered and licensed in each division they compete in. Saturday drivers MUST be NASCAR licensed. Fast Friday drivers may only race in one division, except bandolero (outlaw) & Legends may race both. Saturday drivers may race Legends.

9.6 When a registered car is sold, the new owner must file for a new car number. All registered numbers belong to Seekonk Speedway and cannot be sold or traded.

9.7 If a car has been signed in but is not able to run, the driver must notify both Handicapper and his (Division) Tech Official to verify attendance. If no notice is given, the driver will be considered a no-show (No attendance) and be given handicap points.

9.8 Once the Handicapper makes the lineups and they have been posted, all cars must run in said event. If you are having trouble with your car, notify the Handicapper and they will notify race control. If a car doesn't make it out for their race all cars in that row move forward.

9.9 All rules and regulations are subject to change by Seekonk Speedway. The rulings of the Race Director on any decisions shall be final. An Appeal process is accepted for extended penalizes.

9.10 The Race Director may change the program at any time for the benefit of the program.

9.11 Participants are responsible for removal of their used tires. Only tires SOLD by the track are eligible for disposal for a charge at speedway. Tires must be discarded at tire storage area NOT left in pit stalls. Teams will be fined if tires are not disposed of correctly.

9.12 No dumping of oil or leaving containers of oil allowed on the speedway grounds.

9.13 No "For Sale" signs will be allowed on any cars participating in feature events.

9.14 COOLING SYSTEMS: Antifreeze or coolant additives of any type are not permitted in any division competing at Seekonk Speedway. Only water is allowed.

10.0 INJURY CLAIM INFORMATION

When involved in an accident involving an injury to you, advise the Pit Steward or the Handicapper immediately (prior to leaving the Speedway) so the necessary reporting will be accomplished.

Medical Release: Any driver who has been injured, hospitalized for treatment, undergone surgery, or has been fitted by a physician with a cast, brace or prosthesis, or who suffers from a chronic or progressive debilitating illness, may be required to present certification from the treating physician, stating that participation as a driver will not exacerbate any medical condition or complicate the process of normal healing. Seekonk Speedway reserves the right to decline the entry of any individual whose participation as a driver might endanger their own health or safety, or the health or safety of the other drivers, participants, or spectators.

11. SAFETY RULES AND REGULATIONS

11.1 There will be no speeding in the tunnels or pit area. Penalizes will be given.

11.2 Cars shall carry no one other than the driver at any time.

11.3 Jack stands are required anytime a car is jacked up, and crew members are working under vehicle. Jack stands must have plated bottoms not to damage asphalt.

11.4 No cell phones or electronic devices allowed with driver during any race events.

11.5 No riding of bicycles or other vehicles in the pit area allowed without written permission by Seekonk management. Pit carts cannot be motorized vehicles that can be ridden on or be driven in pit areas. Hand controlled carts that are walked along with and are motorized are allowed.

11.6 Helmets must have a SNELL RATING OF 2015 or higher FULL - FACE helmet. "SA" (Special application) helmets Only, NO "M" (motorcycle). Driver suits must be S.F.I. or FIA rated, and a recommended minimum rating 3.2A5 or 8856-2000. Drivers must use S.F.I or FIA approved SHOES and GLOVES. Suits must be in good condition and free of holes, rips, grease, oil, etc. If your suit or shoes are deemed unsafe, you will not be allowed to compete. It's recommended that crew members that enter the pit area wear full shoes, long pants and shirts always covering shoulders and entire torso in pit area. The car owner and driver are solely responsible for the installation of seat belts and seats in accordance with the manufacturer's specifications. It is STRONGLY recommended that drivers use some form of a head and neck restraint device.



This sticker rating or higher must be present in helmet.

11.7 When in the pit area, maintain a constant watch for your own protection.

11.8 It is illegal to soak or treat tires and that said soaking or treatment of racing tires is against EPA regulations and further may contain carcinogens and hazardous materials that are unfit for his/her health and the health of all competitors, Seekonk Speedway personnel, and spectators. The Car owner will bear the total responsibility for any claims arising from the use of, but not limited to, tire softeners, tire enhancers, or tire treatments, or any products that could be used in such manner and will indemnify and hold Seekonk Speedway harmless against any claim arising from the use of tire soaking, tire enhancers, or tire treatment, etc. Also, there is to be NO dressing of tires with ANY substance regardless of the reasons at any time. Only washing tires with water is permissible.

11.9 Alteration is defined as changing the physical and/or chemical composition of the tire by cutting; grinding; buffing; warming; cooling and/or the use of chemicals whereby the tread area or the interior surface of the tire is changed from the manufacturer's specifications or enhances the tire to retain its original specifications. A tire durometer can be used to determine whether a tire has been altered and shows an inconsistent or consistent record from other tires in use.

The track also when it feels necessary will use chemical laboratories to perform tests on any tire, if tires are found illegal the driver & owner will be held responsible for all related costs. Alteration or defacing of tire identification numbers; labels; code numbers and/or serial numbers is considered an alteration to the tire. If alterations are detected, including but not limited to the above rule in any division at Seekonk Speedway, the driver may be suspended for 2 race dates (this is discussed with competitor during inspection). The driver will also incur a fine of \$500 dollars for each tire found in violation. On a second occurrence, drivers will be suspended for a full season. This is the total of race events during the current season. This suspension may span the winter hiatus and be completed in the following season.

11.10 Traction control devices are prohibited. Weight shifting devices will be considered as traction control. If a traction control device is detected, the driver will be suspended for 2 race dates, fined \$500 dollars. On a second occurrence, said driver will be suspended a full season. This is the total of race events during the current season. This suspension may span the winter hiatus and be completed in the following season.

12. CRATE ENGINE RULES AND PENALTIES

A. The GM/Ford crate engines that are eligible for use must be part of the RPM Alliance seal program or the ACT affiliates (Late Models Only), unless there is a temporary agreement from Seekonk

Speedway. These engines cannot be tampered with in any way to change or alter any specifications not approved by the RPM Alliance or ACT. No seals attached to the engines may be removed for any reason. The track reserves the right to inspect any crate engine at any time.

B. If during technical inspections, a racer's crate engine is found to have been altered, tampered with, opened, resealed, or wrong for any reason whatsoever, and the engine is declared illegal. The penalty for this is as follows:

1st Infraction

Disqualification of that race – No points or prize money will be awarded and suspension of the next (2) race weekends for car & driver. If any races are rained out, drivers will remain suspended until 2 separate nights have passed where racing has occurred at the speedway. The owner's fine of \$1,000 dollars must be paid before the car's return is permitted.

2nd Infraction

Disqualification of that race – No points or prize money will be awarded and suspension of the next (4) race weekends for car & driver. If any races are rained out, drivers will remain suspended until all 4 races have passed where racing has occurred at that speedway. The owner's fine of \$2,000 dollars must be paid before the car's return is permitted.

3rd Infraction

Disqualification of that race – No points or prize money awarded and suspension for AT LEAST the remainder of the current season for driver and a fine of \$5,000 dollars to car owner.

COST MONITOR POLICY

Due to the increasing costs of racing, the Track will continue to work toward holding the line on Expenditures. In addressing these costs, Seekonk Speedway's Competition Director has enacted a policy that clearly monitors these increases. Any new product, or equipment that is not readily used, or unapproved products could become a financial burden on you, as you may be asked to remove said products and/or equipment. The Track is not trying to hinder progress and development in all divisions. The officials are only trying to keep racing affordable to all.

SEEKONK SCANNER RULES

The use of a scanning-type receiver for communication from the Seekonk officials to the drivers is MANDATORY in the Sportsman, Sport Trucks, Pure Stocks, Legends, Sport 4 and bandolero divisions and must be always used on the track. Two-way radios will be permitted in the Pro Stock & Late Model divisions (See 2-way radio rule). All scanners used in race vehicles may not be programmed with any other frequency other than the Track's. If found, you will be disqualified. Scanners must be kept in full view. If your scanner is not working, you need to notify the Pit Steward. Track frequency is 464.500

SEEKONK 2-WAY RADIO RULE

Two-way radio communications between a race team spotter and their driver is a privilege extended to the Pro Stock and Late Model race teams, for the primary purpose of enhancing safety. This privilege can also serve as a resource between a driver and their crew, reducing the time spent in the pits adjusting and repairs, thus reducing the total time a race remains under caution, which promotes a better racing event for the fans and race teams. This privilege shall never be used to hinder competition through "blocking" or as a tool for "retaliation" or in any other adverse manner. Violation of these rules shall result in the loss of this privilege and may produce other sanctions as determined by Speedway officials. Track Frequency 464.500.

Equipment used must be analog only and must not be capable of transmitting or receiving in a digitized, encrypted or scrambled format.

- 1. Teams from the Pro Stocks and Late Models that will be using two-way radios need to have a team representative who can communicate with their driver and can monitor the tracks race frequency. 464.500**
- 2. Team representatives must communicate immediately any instructions from race officials to their drivers. Drivers not obeying Race Director commands may be black flagged from race.**
- 3. All frequencies may be monitored by the track to see if teams are complying with officials and if communication is seen to be hostile to other drivers' teams can be penalized.**

ILLEGAL ITEMS

Absolutely no removal, alteration, or covering of casting numbers, part numbers, manufacturers'

name, logos, insignia, etc. from any item on the race car. To do so makes the part in question ILLEGAL and it will be treated as such. If you come up with a rare part that we cannot find listed for passenger car use, the burden of proof is on you. At any time, you may be required to have an inspection by officials. Failure to comply will result in the car being found illegal. Interpretation of the rules is the domain of Track Officials. Questions should be addressed to them. The Competition Director ruling is final on all matters in Tech.