

MAHONING VALLEY SPEEDWAY GENERAL RULES 2024

Effective Date: These rules are effective upon the publication by Mahoning Valley Speedway., regardless of when an Owner/Driver receives this notice! These rules may only be amended by the Mahoning Valley Speedway Management, hereafter referred as MVS Speedway, MVS Track Officials, or MVS Technical Team, by publication of any amendments made. It is your duty to watch our rules for your class and we will do our best to make sure you are informed via Drivers Meetings as well.

ALL CARS MEETING THE MVS CLASS RULES & SPECIFICATIONS WILL BE ELIGIBLE TO RACE - These rules are intended to be a guideline in constructing your car. If the rules **DO NOT STATE you MAY do something, then assume that you MAY NOT!** Interpretation of rules will be at the discretion of the MVS Technical Team.

Rule Book Disclaimer -

The rules and regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern all events, and by participating in these events. All participants are deemed to be following these rules and regulations. All rules are subject to the interpretation of the track officials and Owners.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant spectator official or others. The Owner's and the General Manager shall be empowered to permit minor deviations from any of the specifications or impose further restrictions that, in their opinion, do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.

Interpretation of, or deviation from these rules is left to the discretion of the Officials. Their decision is final. It's the responsibility of the driver to ensure their car always confirms to all rules and regulations.

Before entering the speedway, you must have read and understand these rules.

Fines, suspensions, season point penalties or permanent removal from speedway grounds are possible for violating any rules listed in this document. Fines, suspensions, season point penalties or permanent removal from Speedway Grounds may also be levied for any offence not listed in these rules that in the opinion of Mahoning Valley Speedway Officials is detrimental to racing or detrimental to Mahoning Valley Speedway.

RESTRICTIONS

1. Once the racing program (in-turn heat races or qualifying) has begun on any racing event, the changing of any tire on any corner will be governed by the rule specifications set forth herein the Tire Section of this rule book.
2. All work on the racecar, once any race has been begun, must be completed in the designated work/pit area unless informed otherwise by Track Officials.
3. All cars will receive only one (1) opportunity to start each race. If a car needs more than one (1) opportunity, except for safety reasons, during any race, that car must start at the rear of the field in that particular race.
4. Drivers and/or team members will not be permitted to tamper with any track racing surface.

Pit Passes

1. Everyone entering the restricted pit area must have a valid pit pass. You must sign the waiver to be eligible for a pit pass. Pit pass wristband must be always worn when you are in the restricted pit area and shown to any Speedway representative upon request.
2. Mahoning Valley Speedway highly recommends you read and understand the waiver you are signing. Copies are available.
3. Minors (defined as 17 years of age or younger) are required to have a current minor release waiver on file with the speedway. Minor waivers are available through the speedway website, or at the Pit Shack!

Safety and General Policies

1. No riding on trailers, racecars, or tow-vehicles. No passengers in race cars.
2. No testing anywhere on-property, without permission and supervision of a Mahoning Valley Speedway Official.
3. Long Pants are suggested while in the Pits.
4. Children must be supervised at all times. No running or playing outside of your designated pit space.
5. No scooters, bikes, skateboards, motorcycles, or other transportation devices allowed in the pits.
6. Any driver or pit pass holder that is injured or involved in an accident; must submit to a check by the medical attendants before leaving the grounds.
 - a) A driver may be required to get clearance from both Mahoning Valley Speedway EMS and the General Manager/Owners in order to continue participating in the event. Mahoning Valley Speedway EMS does not provide transportation to the hospital.
7. No Crew Members, Family Members or any other unauthorized persons are allowed on the track during race conditions. This includes yellow or red flag conditions.
8. Personal vehicles must be parked in your designated areas only. During most events, Mahoning Valley Speedway will close the pit area to all personal vehicles. No exceptions.
9. No firearms allowed on the speedway property.
10. No glass containers allowed.
11. No pets allowed on the speedway property.
12. No barbecues or open fires are allowed on speedway property.
13. No alcohol or drugs on Speedway Property at any time.
 - b) Any person thought to be under the influence of any substance (legal or illegal) that in the opinion of Mahoning Valley Speedway Officials affect their ability to participate in the event; will be asked to leave the facility. Security/County Sheriffs will be notified to assist if any further action is needed.

14. All fines and/or suspensions must be satisfied in full before the offending party is allowed to return to a restricted pit area again.
15. One-way race receivers are mandatory.
16. Pit Roads are one-way Counterclockwise, and you must follow the one-way policy no matter what you are doing on the Pit Roads. Pit Road speed is 10MPH.

Protective Clothing

1. All drivers will be required to wear a fire-resistant driving uniform meeting minimum of the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
2. All drivers should wear fire resistant accessories including but not limited to; head sock, under garments, shoes, and socks. All drivers will be required to wear fire resistant gloves. Shoes and gloves will be required to meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

Car and Car Parts

Appearance

1. No obscene or derogatory message of any kind will be allowed on racecars, Tow vehicles or personal attire.
2. Door numbers must be a minimum of 24" tall by 3" wide. Numbers are required on both sides. Numbers must be legible from the tower.
3. Roof number must be a minimum of 30" tall by 3" wide! Must be readable from the right side of the car. Numbers must be legible from the tower.
4. All cars must have a 5" tall car number on the top right-hand side of the windshield.
5. Rookies may be required to run a yellow stripe across their rear bumper and/or start at the rear of the field at the discretion of Speedway Officials.
6. No flags of any type may be flown on any racecar participating in a Mahoning Valley Speedway Event.
7. No New duplicate numbers will be allowed. Duplicate numbers are too hard for scoring, season points, Announcing and most importantly building fan recognition.
 - c) Numbers may be 1, 2 or 3 digits.

- d) Letters will not be acceptable to distinguish like number except as noted below.
- e) Cars showing up for one or 2 events per season will not be required to comply. By your third event, you are expected to be complying. For your first 2 events, you will be required to add a letter designation.

Parts

1. All parts, tires, tents etc. must be removed from the speedway premises the day of the event. Nothing such as this may be left upon the Speedway Property.
2. All tires and wheels must have car number marked on them. Any tire left at the track will result in a fine for the offending persons.
3. Waste Oil must be removed from the track by the Cars Owner/Driver – No Exceptions.. Fines and/or suspensions will be levied for any fluids not properly disposed of.
4. All added ballast weight must be secured to the car with a minimum of (2) ½” grade-8 bolts.
5. All ballast weight must be in a solid form and weigh a minimum of 5 lbs. each. All ballast must be painted white and have the car number on it.
6. Any ballast lost on the racing surface will result in a fine equal to \$10 per pound. Fine must be paid before the car/driver are allowed to compete again.
7. Cars cannot be left on Speedway property at the conclusion of an event. Any car remaining on speedway property without prior permission, will become property of Mahoning Valley Speedway and disposed of at our discretion. Any costs arising from such shall be levied in a fine against the registered owner and/or driver.

HOT LAPS/PRACTICE

1. All entered cars “must practice”. Cars may be required to hot lap in their specified group and/or by the time trial/qualifying (group format) order.
 - a) The MVS Scoring Transponder must be mounted on the race car prior to hot laps. In the event a car does not practice, Mahoning Valley Speedway Track Officials, may not permit that car to compete in the event.

- b) If track running-in for any reason is required, all cars from all classes must participate for a minimum of (8) laps unless told less by a Track Official. Any car that does not participate will be forced to start at the rear. Cars Transponders will determine who does/does not help out.

Qualifying/Time Trials/Heat Races/Consi's

1. In all events, **the driver qualifies for a race, not the car.** If for any reason, a driver and car match-up in any race is separated, then only the driver is considered qualified.
2. If a car/team switches cars, for any reason, that car must start at the rear of all races in which that car/team has qualified for on the same day.
3. If, for any reason, a race must be run on a different day after qualifying is completed, the driver may start the race in the earned qualifying position even if not in the car originally presented for qualifying.
4. Qualifying will normally consist of a series of Heat Races unless discussed otherwise. Changes to the qualifying procedure will be at the discretion of the MVS Track Officials. Once the car enters the racing surface that is their qualifying attempt unless they fall into a Consolation Race.
5. If the car fails to complete a lap and posts 'no transponder time' they will start last in a heat race and not be eligible for qualifying race points, if any.
6. If a car fails to race to the halfway point of a Heat or Feature "in earnest" (aimed for Start & Park Cars) that car will be shown the Black Flag and must immediately move to the infield until told to go back to the Pits. If the same car fails to race in earnest a second time, MVS Track Officials reserve the right to take disciplinary action up to and including suspension. Our fans are here to see a Race, not field fillers.
7. Heat Races will be started based upon the Tracks Handicap System, which will be posted at the Pit Shack.
8. Time Trial Qualifying if in effect, will take place in the order of the pill draw. In events that utilize group qualifying the pill draw will be utilized to establish each qualifying group. Each car and/or team must qualify with their specified group for their own qualifying opportunity. If the group is missed by more than two

spots the late car will take time at the end of the group and will receive only one qualifying lap. The best position a car that does not qualify in its specified group will be 17th position or one (1) spot beyond half of the overall car count if the car count is 40 or greater.

9. The cars and/or teams that are late must be in line before the last scheduled group begins its qualifying attempt. Time trials will be closed once the final group is in line and has started their qualifying attempt and have started their time trial.
10. In the event of two or more cars post the same time in time trials, the tie breaker will be the fastest other lap time recorded in time trials. If this does not break the tie, the tie will be broken by the qualifying order draw. In the event that one (1) lap qualifying is utilized the tie breaker will be the qualifying order draw.
11. In the event that a qualified car for the feature is unable to take the initial green, the first non-qualified car will be taken as the alternate starter for the feature event. The original qualified car will not receive points for the feature race. If a qualified car takes the initial green flag and then falls out of the race, there will not be an alternate starter added to the race and the original qualified car will receive only last place points for the feature.
12. Once any driver has completed their qualifying attempt by taking the checkered flag, that driver must drive to the technical inspection area to scale the car for the minimum weight requirement. (From time-to-time, some events may require scaling the cars prior to qualifying).
13. In the event of inclement weather, it is at the discretion of the Mahoning Valley Speedway Officials to alter the qualifying process.
14. In the event of inclement weather, following the conclusion of time trials each driver present receives show up points. (ROC Races Only)

HEAT RACES

1. All drivers entered in any event will be scheduled to compete in a heat race.
2. The heat race lineups will normally be determined by the MVS Handicapping System.

- a) When utilizing Time Trials, may be determined by pill draw or the results of time trials. The fastest time driver in time trials will draw a pill to determine the inversion for the starting position of the heat races.
 - b) For Race of Champion asphalt Modified Series events; A minimum of three (3) qualifying races will be run (provided the car count does not dictate otherwise) for any event. The lineups for those qualifying racers may be determined by "group time trials" or the car establishing the fastest time will be placed in the first qualifying race, the second fastest time will be placed in the second qualifying race, the third qualifying time in the third qualifying race and so on, until all qualifying race line ups have been established.
 - c) The fastest Top-5 qualifiers or the Top-5 Cars transferring out of their heat races, may be subject to an Inversion Draw for the Top-5 Spots in the feature. This Inversion Draw will determine how many positions are inverted for the feature race..
3. The number of laps in the heat races and number of cars transferring from the heat race(s) will be announced will be posted by Mahoning Valley Speedway Officials.
 4. All cars that transfer from the qualifying race(s) must report to the technical inspection area immediately following the completion of their heat race to scale the car for the minimum weight requirement. In the event that a competitor fails to report to the scale area following the completion of the event, the driver will be immediately disqualified from that race, unless otherwise directed by Mahoning Valley Speedway Officials.
 5. There may be a redraw for starting position amongst the top finishers in each qualifying/heat race at the discretion of the Speedway Officials. The number of drivers that participate in the redraw will be determined by the number of heat race(s) run during any given event night and will be announced at the driver's meeting.
 6. Any driver transferring from the qualifying race(s) to the feature race that does not qualify for the redraw will line up for the feature race based upon the Mahoning Valley Speedway handicapping procedure or if ROC Rules, driver's finish in the heat race.
 7. Any driver that does not transfer from the qualifying race(s) to the feature race will be assigned to compete in a 'B'-Main and/or consolation event/race(s).

CONSOLATION RACES

1. The Consolation race(s) line up will be determined by the finishing order of the qualifying race(s).
2. The number of laps of the Consolation Race (if any) will be based on the overall car count for the event and announced at the driver's meeting.
3. All cars that transfer from the Consi, must report to the technical inspection area immediately following the completion of the race to scale the car for the minimum weight requirement. In the event that a competitor fails to report to the scale area following the completion of the event, the driver will be immediately disqualified from that race, unless otherwise directed by Mahoning Valley Officials.
4. The lineup(s) for multiple day events will be determined once it has been determined how many cars have returned for the second day of competition and announced at the driver's meeting.

BACKUP CARS

1. A backup car may be introduced at any time between qualifying and the start of the A-feature, with permission from the Mahoning Valley Supervisory Officials. An additional entry/inspection fee will be due for the introduction of any backup car where applicable. Any such change will result in the driver starting at the rear of the race in which the driver has qualified for.
2. If a driver changes cars after practice, that driver will remain in his drawn position for time trial qualifying or a Heat Race. If a backup car is introduced, the car must pass pre-race technical inspection prior to any competition. Once a car has been withdrawn from an event, that car will not be allowed to be resubmitted to competition during that event. If a driver starts the race in a backup car and does not start the event from the rear of the field a penalty may be issued.

READY RACING

1. The start of each race will be preceded with a ten (10) minute warning via PA Announcement, to begin the ten (10) minute period. The ten (10) minute warning notice will be followed by another warning five (5) minutes prior to the start of the race. All cars and drivers must be in the staging lanes by order of which they will

race, at the completion of the ten (10) minute period. If the driver is not present; that driver's starting position will be forfeited, and that driver will start from the tail of the field. If more than one (1) driver is late, the drivers will start at the tail of the feature by order of which they entered the staging lanes.

2. The race will begin immediately once the racing surface is clear and the cars are properly aligned in their assigned starting positions, generally two laps past the Flagman. Immediately double up in a 2 x 2 formation upon entering the racetrack.
3. Any driver, team, and/or car, who purposely attempts to hold up the start of any race will be placed at the rear of the lineup and may be disqualified from the event, suspended and/or fined at the discretion of the Mahoning Valley Speedway Officials. Any car that needs to be push started must start at the rear of the field. D.) Once the allotted time (announced at the driver's meeting) allowed for being on the track, ready to race, has expired, any late car will be penalized. Any car that starts after the field has started assembling must start at the rear of the field.
4. **NO SHIFTING ALLOWED** within the restart box. If you are caught shifting the caution will come out and you will be moved to the rear of the field on your first offense. We do not want any more drivers hurt, or destruction of our Racetrack. Subsequent restart violations may result in being Disqualified.
5. All double-file starts/restarts will take place at a consistent speed, with cars side-by-side in rows of two throughout the field. Consistent speed will be at the discretion of Mahoning Valley Track Officials. The initial start will take place at a designated area that will be identified at the driver's meeting. Any car out of line and/or passing before this point will be penalized. If an offending car is located on the last row of the starting grid then that car is allowed to restart but will be penalized 2 positions from its finishing position. If the same car commits a second offense it may be disqualified from that event.
6. In the event that the race is not properly started by the two (2) front row cars, the responsible car(s) will be moved to the last positions in the field, with the rest of the field moving forward. Failure to acknowledge and comply with the "move back" signal will result in instant disqualification from the racing event.
7. The field may accelerate when the green flag is displayed, but the leader is the control car and must fire first. Any passing before the green flag is displayed will not be permitted.

8. If the race is designated a "Cone Race" the cars in order of their line up may choose to take either an inside or outside position on the racetrack. Once selected, they are not allowed to crossover for any reason except for Green Flag Racing passing.
9. Only the leader has the choice to start on the inside or the outside of the front row.
10. If only one (1) car is involved in a caution on the original start or before one (1) lap is completed, the car and/or car(s) that brought out the caution will lineup at the rear of the field and the race will have a complete restart for the remainder of the field.
11. One (1) complete lap must be completed before the race is restarted using a restart lineup.
12. In the event that car(s) move to the back of the field, cars move forward by row and do not 'cross-over' to fill in the original starting lineup.

RESTARTS

1. All restarts will be double file after the completion of the first lap of competition in any race. The leader on all double-file restarts will have the choice to start on the inside or outside of the front row. In all restarts lead lap cars will move to the front with lap down cars moving to the tail end of the field.
 - a) All restarts for normal feature races will be double file up to the last 2-Laps to go. Within those last two laps, should there be a restart, they will always be Single File Restarts. lead lap cars to the front with lapped cars moving to the tail end of the field, unless designated otherwise at the driver's meeting.
 - b) All restarts that take place with 10-laps or less remaining in any feature event that exceeds 51-laps in distance, will be single file with lead lap cars to the front with lapped cars moving to the tail end of the field, unless designated otherwise at the driver's meeting.
2. All restarts will take place with the lead lap cars moved to the front of the field. Lapped cars will pull to the inside and fall in behind the last car on the lead lap in their order of running.
3. The restart area will be designated at the driver's meeting.
4. **NO SHIFTING in the Restart Zone (except Hobbies and Futures)**. All restarts will take place at a consistent speed. Consistent speed will be at the discretion of

Mahoning Valley Speedway Officials. Violations will be solely designated by MVS Track Officials.

5. Passing may begin once the leader accelerates and passes the designated restart point and the green flag is displayed.
6. If a car passes to the left of the designated restart point and/or passes another car before reaching the designated restart point and/or is not in a proper nose-to-tail alignment and/or is guilty of an excessive gap between cars, then that car will be penalized. If there are multiple violations, the car may be disqualified from the event at the sole discretion of MVS Officials.
7. If the leader is unable to properly restart the race after the one (1) attempt, the leader will be penalized and moved to the rear of the field.
8. When an infraction occurs on a restart, MVS Officials "may" exercise their discretion and allow the race to continue, not calling for another restart, and then penalize the offending car(s) under yellow flag conditions or at the conclusion of the race. The offending car(s) will be penalized none the less.
9. Any cars that require a push start at any part of the racing event, including Yellow Flag situations, will be considered involved in the incident which brought out the yellow flag and that car will have to restart at the rear of the field.
10. Any cars that stop, either on the racing surface and/or in their pit/designated work area, during a caution period will be required to restart from the rear of the field.
11. Any cars that are involved in causing a red flag situation will be required to restart at the rear of the field if so capable. NO Cars are allowed to move anywhere on the racing surface, until such time as the Yellow is displayed or they are towed off the racing surface.
12. NO working on cars classes which are on-track or in the Pits or Infield during Red Flag conditions.
13. Any car that stops due to the red flag being displayed will be permitted one (1) opportunity at a push start provided the car was not involved in the incident. If the car does not fire it will be pushed back to the designated pit/work area and once restarted must start from the rear of the field.
14. Any car that stops because of a blocked track, at the discretion of the MVS Officials, may not be considered involved in the red or yellow flag.

15. Any car that is black flagged for consultation during a caution period will retain its position only if the MVS Officials deem the car 'clear' and permit it to return directly to competition without adjustment.

ON-TRACK RACING

1. Any car that does not race on the "designated racing surface" in order to better its position, will be black flagged and told to drop to the tail end of the field or be penalized at the discretion of the MVS Officials.
2. Prior to the start of the feature race, on-track, outside the car introductions may be scheduled. In the event of inclement weather and/or other schedules the MVS Officials may change this.
3. A pace car may be utilized to pace the field prior to the start of the event and on restarts. Passing of the pace car, unless otherwise instructed to do so by the MVS Officials will not be permitted.
4. Any car that spins during green flag racing conditions and is involved in an incident and/or has a problem but does not bring out the yellow flag and/or create a caution period, will blend back into the field where the driver is able to do so. If there is a caution period the MVS Officials will determine the placement of the car(s) involved. The placement of the car will be where the car blended back into the field.
5. At the discretion of the MVS Officials any car that is involved in two (2) single car spins that are unaided, may be disqualified from the event.
6. At the discretion of the MVS Officials any car that intentionally brings out a caution period may be penalized and/or disqualified from the event.
7. There will be NO "green-white-checker" finish, except during ROC Tour events.
 - a) No race may be extended past its advertised distance.
 - b) In all MVS Races, a race will be considered finished and not restarted once the leader crosses the start/finish line and receives the white flag signifying the last lap of the race. If the leader receives the white flag and then the yellow flag is displayed and/or yellow lights illuminated, cars will be scored in their respective position and must not race back.
 - c) Cars that receive the yellow and white flag simultaneously will be scored based on their last completed green flag lap. Cars must proceed back to the checkered under caution flags at a reasonable speed.

- d) Involved cars and/or cars unable to maintain reasonable speed will be scored based on their last completed lap and/or involvement in the caution.
 - e) Passing will not be permitted and the race will not resume.
8. If a race is red flagged due to weather or other unforeseen conditions and cars are sent to the pits, then any and all work is permitted, unless otherwise informed and announced by MVS Officials.
 9. Cars that pit during the course of a race for fixing a flat tire, shall be allowed (2) minutes to repair said tire and return to the track under a caution flag. If the two-minute clock expires and the car does not return to the track under a Yellow Flag, the Track Entry Official could be instructed to hold you at the gate for safety reasons.
 10. Flashlight and/or two-way radio communication with drivers will not be permitted.

GENERAL RACING EQUIPMENT/REQUIREMENTS

1. Two-way radios will be permitted at specified events for specified divisions when posted on the Pit Shack or announced at the Drivers meeting, including events that have and/or include pitstops, whether required or mandatory.
2. All competitors are required to have, in working condition, an approved (Raceceiver) one-way radio system to aid in line ups and/or the use of race control to manage the racing event. If also allowed a two-way radio, it will be in addition to the one-way Raceceiver.
3. All cars must have and/or provide the adequate hardware for the attachment of the MVS Transponder.
4. All safety equipment must be current with the manufactures date limitations and may not be torn, frayed or otherwise impaired. Driver will be required to bring all their Safety Gear, Hans Device if any, Uniform, and Helmut to the scales if selected for post-race weigh in. If any items are missing or out of date at the scale, you could be assessed a safety penalty or be disqualified.

SPECIAL EVENTS

CARS, EQUIPMENT AND/OR PROCEDURES

1. In any event that requires a pit stop and/or refueling, the use of two (2) dump/refueling cans at the same time will not be permitted. Only one (1) dump/refueling can, which may not exceed 12 US Gallons in capacity, will be permitted at one time. After the first fuel can has been used to refuel the car during the pitstop only then will the second fuel can be able to enter into the car servicing area from behind the pit wall.
2. Car(s) may not be pushed past the flagman located at the end/exit of pit road.
3. Once a race has taken the original green flag and laps have started counting, cars may be started by hand pushing in the pit area and/or on pit road only.
4. In events that utilize a pit road for servicing the car with a pit crew, push trucks will not be permitted to push start and/or push cars off of pit road and back into competition, unless directed to do so by the MVS Officials.
5. Cars may only enter pit road for pit stops from the defined pit road entrance Cars must travel on pit road in a counterclockwise direction only at no more than 10MPH!
6. When multiple cars are pitting and enter pit road, they must enter in single file. Passing on pit road will not be permitted. Cars must stay as far to the rights as possible on pit lane before entering the required pit stall and must maintain 'pit road speed of 10-MPH' as designated.
 - a) Exceeding the pit road speed and/or passing on pit road may result in a penalty at the discretion of MVS Officials. 'Pit road speed' will be in effect for entering and exiting the pit road at all times.
 - b) All Pit Stop service must be completed in the assigned pit stall.
 - c) Only a maximum of four (4) pit crew members will be permitted to service the vehicle at any time. The use of any additional crew members may result in a penalty. Three (3) pit crew members to service the car and one (1) to handle the catch can.
 - I. All crew members servicing a racecar during a Pit Sequence (limit three plus the catch can person) should be equipped with helmets for their safety. All fueling personnel (gasman and catch can person) should have a full-faced helmet, fire resistant gloves and fire-

resistant fire suit and/or a uniform that has been treated with a fire-resistant substance.

- II. It is recommended that the gasman with dump can, and catch can man have a fire-retardant apron in addition to the fire-retardant suit. This rule applies for all events where refueling is required during a pitstop.
- III. For a pit stop to be considered official, the car must come to a complete stop in its assigned pit stall.
- IV. In events where pit stops may be required, pit road will remain closed until allowed to open by the Flagman or other MVS Track Official. If a car enters pit road prior to pit road being 'opened' the minimum penalty will be that car being placed to the tail end of the field and the maximum penalty will be the loss of one (1) lap.
 - i. Cars that have been damaged and/or require repairs and/or assistance will be permitted on pit road when it is safe to do so, however if they are able to return to the race, they must reenter the track at the Gate Officials direction and restart at the rear of the field.
- V. In an event that requires two-way radio communication, the one-way radio must be used 'in-line' with the two-way radio system.
 - a) In the event of inclement weather and/or unforeseen circumstances that prevent the completion of the advertised distance of the event, the race will be considered official after half of the event has been completed. The car leading at the time of the red flag and/or signal of the event completion, will be considered the winner regardless of whether the car has made the mandatory pit stop before that time.
 - b) During post-race inspection, only the driver, two (2) crew members and the car owner will be permitted in the designated post-race inspection area.
 - I. If a teardown or inspection of any part is requested via protest method, the Pit Crew must supply all the necessary tools to facilitate said inspection. This is especially true for Hobbies & Futures which may require Special Tools.

FLAG RULES/OFFICIAL SIGNALS

Flagman Controls the Race

1. Green Flag.

- a) When the starter displays the green flag, the track is ready for High-Speed racing.
- b) The green flag signifies the start of any race and/or time trial run.
- c) Passing will not be permitted before the green flag is displayed at the designated starting point.

2. Yellow Flag.

- a) When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period.
- b) When the yellow flag is displayed and/or caution lights illuminated passing will not be permitted unless instructed to do so by MVS Officials.

3. Red Flag.

- a) When the red flag is displayed all cars on the racing surface must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident.
- b) During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by MVS Officials.
- c) If any car enters and/or moves during a red flag period, including entering the pit and/or designated work area, the car will be penalized a minimum of one (1) lap and will restart the race at the rear of the field.
- d) If the race is red flagged due to inclement weather or other unforeseen conditions, work and tire changes may be permitted.
- e) If the race is 'called' due to inclement weather conditions and/or any other circumstances; any car that entered the pits/work area prior to the end of the event, that car will be scored at the rear of the field.

- f) During any red flag, once the field is stopped, the MVS Officials “may” offer the opportunity for any car to pit by signaling to do so with instruction over the one-way radio. Any car that pits for service during the red flag period will surrender its running position and have to restart at the rear of the field and/or if the race is cancelled due to inclement weather, the car will be scored behind those cars which did not pit.

1. Black Flag.

- a) If the black flag is displayed, then the driver that the flag is being displayed toward must bring their car to a designated area of the infield, immediately for consultation. The car will not be scored after three consecutive laps from the point that the black flag originally had been displayed.
- b) In the event that the black flag is displayed toward a car during a caution period and the car is cleared by Race of MVS Officials, the car will maintain and/or return to its position in the running order of the race as instructed to do so by the officials.

2. White Flag.

- a) When the white flag is displayed this signifies that the leader of the race and/or the car that is qualifying has started the last lap of that event.

3. Checkered Flag.

- a) The checkered flag signifies the completion of the event. All cars must pass underneath the checkered flag to be scored correctly on the final lap of the event.
- b) Any race and/or qualifying attempt is not completed until the checkered flag is displayed.

4. Officials Signals.

- a) All drivers must obey signals, communications, blackboard(s) and/or any other MVS Official’s communications that assist in the direction and facilitation of creating proper lineups and/or the process of completing the event.

SCORING PROCESS

1. All races are scored at the designated start/finish line.
2. The original starting lineup will be posted by MVS Officials after the completion of all qualifying events.
3. The restart lineups will be derived from the official scorer's lap and line scored sheets. In the event that there is a discrepancy in scoring to reset any lineup position, scoring shall revert to the last completed green flag lap to derive the lineup.
4. ROC Only - In feature races in which laps run during a caution period count toward the completion of an event, the counting of laps will begin once the initial green flag is displayed. In the event that a red flag is displayed, counting laps will not resume until the green flag is displayed, at that point laps will begin counting toward the completion of the event.
5. After the first completed green flag lap, when the caution is displayed, all cars that were scored under green flag conditions will hold that scored position with all other cars lining up according to their last completed green flag scored lap.
 - a) Racing back to the start/finish line will not be permitted and in the event that there is an on-track scoring dispute, the chief scorer will refer to the last completed green flag lap to resolve the dispute.
6. A lap will not be scored on the original start and/or any restart unless all cars complete the lap by passing through the start/finish line, except for the cars involved in the incident.
7. In the event that caution and/or red flag is displayed with the checkered flag simultaneously that race is completed. The cars crossing the finish line will be scored according to their position in their last completed green flag lap. Any car that is involved will be scored behind the cars that are not involved in caution and/or red flag.
8. In the event of inclement weather and/or unforeseen circumstances, if the "A" feature(s) are not yet run, the race may be postponed. If a Tire Rule is in effect, those tires already on the car must be saved "as is" preferably in saran wrap or other preserving material (without any conditioners or additives to them).
 - a) These tires must be re-mounted on the car for the makeup race, unaltered.

- b) The Tire Truck personnel will be responsible for tracking the SN# on the tires, to ensure the same tires are used at the makeup race.
 - c) Any car failing to return with the tires that were on the car for the original race, WILL NOT be allowed to race in the makeup race..
9. In the event of inclement weather and/or unforeseen circumstances, a race may be called complete short of its entire distance once it has reached half of the scheduled distance. The race at that point will be scored by the restart lineup.
 10. In the event of unforeseen circumstances, the specified laps of any race may change from the original posted number of laps due to curfews or other MVS designated reason.
 11. All cars are required to be equipped with a transponder securely mounted in the specified location. It is the competitor's responsibility to ensure proper installation and working condition of the transponder.

HANDICAPPING OF HEATS AND FEATURES

1. The number of cars to be qualified will be decided by the track handicapper and announced or posted before the first heat race of each night.
2. A driver may attempt to qualify only once during qualifying heats, unless relegated thru the Consolation Race..
3. A driver must drive the last car that the driver qualified for the feature.
4. In the event of twin features, a driver may use one car in the first feature and may use a different car in the next feature but must start the second feature at the back of the field if the driver switches cars.
 - a) It is the responsibility of the driver and/or car owner to report driver changes MVS Officials.
 - b) Drivers that change cars must start the feature from the rear. Failure to do so may result in a penalty and/or disqualification and/or not being scored in the race.
5. Cars and/or drivers may compete in one or division at any given sanctioned event, unless their second division car is of a Higher-Class Category. No stepping down in Cl

6. One Provisional Starting Positions will be available in some race classes. A provisional start must start behind all other cars. Provisional starters must have attempted to qualify in a preliminary event in order to start the main event or feature race.
7. At some specified events, time trials will be used as a basis for qualifying procedures. All drivers will draw for time trial order and/or heat line up.
8. Points are official when posted on the pit board. If there is a mistake, the owner and/or driver has five (5) days from the posting to protest, by calling the General Manager at (484) 743-1882.

PAYOFF AND PIT PROCEDURES

1. All paid purses, appearance money and/or other awards and/or funds as outlined in the promoter's contract, shall be paid to the car owner and/or designated owner's representative, who have filed a 1099 with MVS. If no 1099 has been filed with the Racetrack prior to the start of the feature, payout may be withheld until such time as it is submitted.

RACING PROGRAMS & SPECIAL EVENT SHOWS

1. There may be special event shows during the year that do not follow the standard MVS sanctioned event formats. When such events occur, all teams will be informed of specific program and/or procedural changes for that particular event. All racing programs are subject to change and any such changes will be explained at the driver's meeting.
2. From time-to-time a mandatory autograph session will be scheduled. Drivers will be notified of attendance and location at selected events.
3. The top four (4) drivers in the Championship Point Standings entering the event may be required to be present for the autograph session.
4. If any driver fails to report to any autograph session, a written penalty may be issued, which could result in loss of points and/or fine(s).

PENALTIES, FINE SCHEDULES, & PROTEST

1. MVS conducts itself as a top Modified Racing Track and expects its members to conduct themselves in a professional manner at all times, during any event and/or when representing this track or your class. Car Owners, Drivers, and Crew Chiefs, that are MVS Members in good standing will be responsible for the conduct of their team members and/or anyone connected to or affiliated with that Owner's Team, in addition to being responsible for all infractions, technical and/or nontechnical in nature.
 - a) In the event that a Car Owner or Crew Chief, is not available, the Driver will be responsible for the conduct of all team members and/or anyone connected to or affiliated with that race team in addition to being responsible for all infractions, technical and/or nontechnical in nature.
 - b) In the event that a penalty is issued, you have the right to an appeal, if the penalty is appealable.
 - c) All fines that are listed in sub-section Penalties & Schedules are in regard to the initial penalty. *Multiple infractions of the same type will increase the severity of the penalty.*

Sub-section Penalties and Fine Schedules

1. All fines may be collected from prize money on the day of the infraction. If the competitor has not won appropriate money, the fine must be paid in full before the car and/or driver participates in another MVS, Sanctioned event.
2. Any member that attempts to and/or does physically abuse any MVS Track Official and/or another competitor, including pushing, punching, touching, grabbing, being involved in an altercation and/or grabbing the official's equipment, and/or any form of altercation, and/or disrupts any event in any manner, etc., will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by MVS Officials.
 - a. Minimum = \$50; Maximum = \$5,000.
3. Any member that verbally abuses any event official and or administrator at any time will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by MVS Officials.
 - a. Minimum = \$50; Maximum = \$500

4. Any member that attempts to push and/or start their racecar off from the wrong area and/or does not stop in the designated area as to cause undue confusion and/or delay will be subject to fine and/or suspension and/or any other action deemed appropriate by MVS Officials.
 - a. Minimum = \$50; Maximum = \$500
5. Any member who fails to stop for and/or allow post-race inspection will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by MVS Officials.
 - a. Minimum = \$50; Maximum = \$500.
6. Any member that attempts to and/or passes a pace vehicle (unless instructed to do so) will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by MVS Officials.
 - a. Maximum = \$100.
7. Any member that attempts to drive roughly and/or bumps another competitor unnecessarily and/or fails to follow the directive of any official in regard to any on-track ruling, scoring or otherwise will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by MVS Officials.
 - a. Minimum = \$50; Maximum = \$5,000.
8. Illegal Fuel - Any member that attempts to use illegal fuel will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by MVS Officials. Any Pump Gas, Racing Fuel (non-oxygenated enhanced), Alcohol, or Methanol shall be allowed.
 - a. Minimum = \$100; Maximum = \$5,000.
 - i. The following penalty schedule applies to any "fuel violations". The penalty schedule will be as follows.
 1. In the event any competitor is found to have non-compliant fuel per the MVS Rule Book and/or any issued document, the competitor will be fined a minimum of \$250 for the first offense. In addition, a competitor may lose up to one half of the points earned for the race and be placed on probation.
 2. In the event any competitor is found to have non-compliant fuel per the MVS Rule Book and/or any issued document, the competitor will be fined a minimum of \$500 for the second

offense. In addition, a competitor will be disqualified from the race and be placed on probation.

3. In the event any competitor is found to have non-compliant fuel per the MVS Rule Book and/or any issued document, the competitor will be fined a minimum of \$1,500 for the third offense. In addition, a competitor will be disqualified from the race and will be suspended indefinitely.

9. **Technical Rules** - Any member that violates any technical rule as presented within the rulebook and/or issued in a written bulletin will be subject to loss of qualifying position, loss of privilege, and/or loss of starting position, disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by MVS Officials. Minimum = \$50.

a) The penalty schedule for any violations "technical in nature" will be as follows.

- i. In the event of any illegal internal modification to any Chevrolet Performance Parts Crate Engine and/or "Spec" Engine and/or tampering of any manufacturer or Certified Seal will receive a suspension of 365 consecutive days in duration from the date of the issued penalty and indefinite probation period and/or the engine may be impounded immediately and/or a minimum penalty of \$4,000 and/or loss of all earnings based on the current race season, including but not limited to points, point fund awards and/or or race winnings.
 - ii. In the event a driver is suspended from the division utilizing the GM Crate Engine and/or Spec Engine, the driver may be offered the opportunity to move up in division to continue participation. This decision is final and non-appealable.
- a) For subsequent violations in regard to any illegal internal modification to any Chevrolet Performance Parts Crate Engine and/or Spec Engine an indefinite suspension will be issued.
 - b) For any violation in weight following any scaling process, a loss of position, loss of qualified and/or qualifying position, disqualification and/or loss of points and/or loss of purse and prize money awarded and/or suspension and/or probation will be issued and based solely at the discretion of MVS officials based on the severity, nature, and intent of the violation.

10. Recommended Penalty Structure for Scaling Violations.

- a) Any weight violation that occurs following hot laps, time trials and/or a qualifying event will eliminate any qualifying result for the violation, with the competitor required to forfeit their qualifying position and start last in the next race. If the next race is the feature, the competitor may use a provisional to the feature race, only if eligible for a provisional starting position. In the event the competitor is not eligible for a provisional, the competitor will not be permitted to start the feature race.
- b) For any weight violation, regardless of the amount of weight, the competitor will be fined of all earnings and points from the event. In the event of subsequent violations, the penalty may increase.

For any other Violation that is "Technical in Nature"

- 1. The penalty that is issued will be based solely at the discretion of MVS officials, based on the severity, nature, and intent of the violation.
 - a) For any violation in which a competitor is found to be using **an electronic and/or data recording device and/or telemetry and/or device that indicates any form of traction control (under distributor cap chips etc.)**; an immediate indefinite suspension and/or loss of points and/or loss of purse and prize money awarded based solely at the discretion of MVS Officials, based on the severity, nature and intent of the violation.
 - b) Any member that attempts and/or is found to be using tires that are found to be illegal in any manner will be suspect to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by MVS Officials. The minimum penalty for any (chemically) altered tire will be as follows: disqualification from the event, a fine of 1,000 championship points, loss of all earned purse and/or reward money from the event, a fine equal to and/or more than the purse money rewarded for the event and/or a minimum suspension up to 365 consecutive days in duration from the date of the issued penalty.
 - c) Any member that attempts to or uses an illegal motor will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by MVS Officials. Minimum = \$500; Maximum = \$5,000.
 - d) Any member that fails to stop for a red flag or drives through the incident area will be subject to disqualification and/or fine and/or suspension and/or

loss of points and/or any other action deemed appropriate by MVS Officials.
Minimum = \$50; Maximum = \$500.

- e) Any member that goes into another competitor's pit area or to another competitor's car and becomes involved in any type of altercation will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by MVS Officials. Minimum = \$50; Maximum = \$5,000.
- f) Any member involved in an altercation that results in physical contact will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by MVS Officials. Minimum = \$50; Maximum = \$5,000.
- g) Any member who drives a racecar in an area that is closed to racecar traffic or drives through the pit area at excessive speed will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by MVS Officials. Minimum = \$50; Maximum = \$500.
- h) Any team member who goes out onto the Racing Surface, enters the Kitchen, or Scoring Tower, without permission under a controlled period, will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by MVS Officials. Minimum = \$50; Maximum = \$500.
- i) Any member who ignores a flag or official signal will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by MVS Officials. Minimum = \$50; Maximum = \$500.
- j) Any member who is found to be in violation of the substance abuse policy at any event will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by MVS Officials. Maximum = \$10,000.
- k) **Pit Bikes, Scooters, 4-wheelers or any such Motorized or Non-motorized pedestrian vehicles, ARE NOT ALLOWED to be operated on MVS property at any time** (except Track Officials who operate in a safe manner)
- l) Any Team Member who drives or causes to be driven: a race car in a dangerous and aggressive manner in the restricted area will be subject to

Team Disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by MVS Officials. Minimum = \$100.

- m) Any member who intentionally attempts and/or maliciously attempts to disregard, intimidate, manipulate and/or otherwise harass a MVS Official decision verbally, electronically, via telephone and/or social media and/or degrades the Mahoning Valley Speedway maliciously, will be subject to Team Disqualification and/or fine and/or suspension and/or loss of points and/or other action deemed appropriate by MVS Officials. Minimum = \$500.
- n) Any member who utilizes social media in a negative manner and/or as an exploitation for negative publicity in regard to MVS in any manner will be subject to Team Disqualification and/or fine and/or suspension and/or loss of points and/or other action deemed appropriate by MVS Officials. Minimum = \$500.

PROTEST

1. The MVS Technical Director and his Team will handle all technical protests.
2. All protest must be submitted to the Pit Shack in writing first, as per our new "Protest Procedure". Form may be obtained at the Pit Shack. Take the form received from the Pit Shack, return to your Pit Spot, complete, and return to the Pit Shack.
3. Technical protests must be made in writing by a driver or registered car owner of the respective class, prior to intermission or the start of your feature, whichever should come first.
4. Protests will not be accepted after post-race inspection has been completed.
5. The protested team is required to disassemble and make available for inspection any item requested by the Technical Inspector's Team, as well as providing any special Tools needed.
6. Protests will not be accepted for items previously acknowledged by the Mahoning Valley Speedway Tech Staff and a decision rendered.
7. Protest will not be accepted for items currently under review by Mahoning Valley Speedway Tech Inspectors Staff, whether decision has been rendered or not.

8. Protest that in the opinion of the Lead Technical Inspector are frivolous or malicious will not be accepted.
9. The decision of the Mahoning Valley Speedway Tech Staff regarding a protest is final and cannot be appealed. All Protests must specifically indicate what parts they believe are illegal and are petitioning to be inspected. Nonspecific protests will not be accepted.

PROTEST PETITIONS, FEES, AND PENALTIES

1. A "Protest Form" (obtained at the Pit Shack) must be filled out and submitted in writing by either the driver, crew chief or car owner and handed to the Pit Shack for any mechanical part protest.
 - a) Each protest shall be accompanied by a \$750.00 protest fee, except for any scoring protest other than a protest of a "photo finish", which price is \$200.00.
 - b) The Person who is protesting shall also be subject to the same actions of possible rule infraction being questioned. The Tack Official's Team shall decide whether the matter is valid and if so shall decide as promptly as possible and shall inform the parties of the decision.
 - c) If the protest is upheld and the part/parts are determined to be illegal. The protest fee of \$750.00, minus a tech fee of \$200.00 will be returned to the petitioner. The illegal parts will be confiscated and become property of Mahoning Valley Speedway to dispose of in any way they see fit.
 - d) If the protested parts pass the Tech Inspection Process, the protester loses all protest monies, and the decision is not appealable. The protest fee of \$750.00 will be given to the protested team minus a tech fee of \$200.00.
2. The Track Officials may take whatever actions deemed appropriate to further the interest of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties, disqualification, suspension, monetary fine, subtracting points or takes no action.
3. Matters not subject to protest: No protest will be accepted that is directed to a decision of a track official or supervisory official on any subject.
4. \$750 protest fee will be disbursed as such. \$550 to person the protest is ruled in favor of and \$200 goes to Tech Inspector.

Execution of Penalty and Pending Appeal

1. At the request of the affected Member, the Mahoning Valley Speedway Owners and General Manager may determine in the interest of all involved parties that the penalty under review shall be temporarily deferred until the appeal of such penalty has been resolved. Otherwise, the penalty shall be executed promptly. If the Mahoning Valley Speedway Owners and General Manager temporarily defers execution of the penalty, but later denies the appeal in whole or in part, it may reinstate the original penalty as of the date of issue of the original Penalty and/or Penalty Notice, or take such action as it deems appropriate to effectuate in whole or in part the Penalty and/or Penalty Notice, including disallowance of finishing position, points, or prize money otherwise earned in any Event during the period of temporary deferral of the penalty.

2. Execution Steps for Hearing

- a) The decision of the official(s) being appealed shall be put into the record.
- b) The contents of the written appeal shall be put into the record.
- c) The Appellant will put forth their statement to the Mahoning Valley Speedway Owners and General Manager, presenting any witness(es) and/or other elements regarding their appeal.
- d) The official(s) will put forth their statement regarding the decision and issuance of the appealed penalty to the MVS Owners and General Manager presenting any witness(es) and/or other elements regarding their appeal.
- e) The Appellant will be permitted to present any rebuttals, additions to the records and/or summations to the MVS Owners and General Manager.
- f) The official(s) will be permitted to present any rebuttals, additions to the records and/or summations to the Owners and General Manager.
- g) At any time during the hearing at the discretion of the Owners or General Manager, they may request information of anyone present at the hearing.
- h) At the conclusion of the hearing, the Owners and General Manager will deliberate in private and make any determination, decision and/or recommendation regarding the presented appeal by a majority vote of those members present. Owners or General Manager may:
 - i. Reverse the decision.
 - ii. Modify to increase or decrease penalty.

- iii. Uphold the original issued penalty.
- iv. All interested parties shall be reasonably notified of the Board's decision.

3. Bond for Costs

- a. The MVS Owners and General Manager may require the Appellant to post a sufficient bond to cover the costs of the appeal or any reasonably foreseeable economic impairment presented to the MVS Speedway or other Member(s) that might be caused by the appeal. If such a bond is required, its form and substance will be in the discretion of the Owners and General Manager.
- b. The administrative remedies for any appeal included here, represent the complete and final process.
- c. As a privately owned and operated racetrack, the appeal process will be considered complete, with no further appeals allowed once the decision is rendered final.
- d. Matters that will not be heard include matters where there are no triable facts, frivolity, lack of standing, matters which are not subject to protest or appeal pursuant to the rules, appeals filed in any form of harassment and/or any appeal determined as 'non-appealable' by the Owners and General Manager of the racetrack.

NOTICE: These rules, combined with our 2024 Mahoning Valley Speedway General Rules as well as our Social Media Policy, and Tire Policy (if any) may be found on the Mahoning Valley Website (www.mahoningvalley-speedway.com), and will form the basis for your Divisions total rules.

ANY AND ALL RULES SUBJECT TO CHANGE BY TRACK MANAGEMENT - 2024