

I. GENERAL RULES

Revised - April, 2022

General Note:

This general rule section applies to each and every driver, owner, pit crew member, track employee, track official, product vendor, emergency crew member, safety crew member, volunteers, media, tow truck operator, and anyone else not specifically mentioned above. You are expected to know the rules and abide by them. **IGNORANCE IS NO EXCUSE.**

The rules and regulations set forth herein are designed to provide for the orderly conduct of motorsport events and to establish minimal acceptable requirements for such events. These rules shall govern the condition of all motorsport events at Wyoming County International Speedway, BullRing Promotions Group LLC, and by participating in these events, all competitors are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from the publication of or the compliance with these rules and 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.

All competitors, drivers, owners, mechanics, officials, emergency personnel, employees, volunteers, media or product representatives shall hold a valid pit pass to be permitted in the motor pits or infield areas. A valid pit pass is obtained by signing and understanding a waiver form each and every week at the pit gate entrance.

Any retaliation of any kind and/or fighting on or off the track will be subject to removal and suspension. Team owners and drivers are responsible for each other and crew members. Management will notify you of when you are eligible to return. Any continuing problems (from the same individual's) will result in permanent suspension. We expect courteous conduct from all participants at all times. We **DO NOT** and **WILL NOT** tolerate profanity or profane gestures in front of the race fans, officials, and/or management. Negative slander attempting to deface the speedway, officials, competitors and/or fans on the internet by a driver, crew member or fan is prohibited and is the responsibility of the driver/team owner to control. At any time if your dress, actions, or conduct are not in the best interest of Wyoming County International Speedway events, you will be asked to leave the speedway grounds. A suspension will be imposed if, in the opinion of the officials or management, it is necessary to control the situation.

No driver may get out of his/her car on the track or pit road to argue or discuss the race with officials. This is a safety rule and cannot be violated unless directed by a WCIS Official. The driver / team may be disqualified for the event or suspended indefinitely according to the decisions of the officials.

There will be **NO ALCOHOLIC BEVERAGES CONSUMED OR CONTROLLED SUBSTANCES** allowed in the pit area before or during the race program. We expect your full cooperation on this matter. Anyone in the pit area who in the opinion of the officials appears to be intoxicated or under the influence of drugs will be removed, and may be suspended indefinitely.

The display or use of any type of weapon will result in immediate and/or permanent suspension. This corrective action may extend to the entire crew, and furthermore, the arrest of those involved. When in the pit area, **MAINTAIN A CONSTANT WATCH FOR YOUR OWN PROTECTION.** Do not become complacent.

A. PRE/POST-RACE INSPECTION

- 1.) When cars are P&G'd (tubed) during a post-race inspection, a maximum of two cubic inches above claimed CID (that which is lettered on the hood - refer to *Subsection J.13*) will be permitted. If a driver disagrees with a P&G, he/she has the option of pulling the head for a measurement.

- 2.) Post-race weighing of cars will be at the track officials' discretion. However, normal procedure requires the first three positions at the end of the feature race to be weighed. Officials will direct cars to tech randomly throughout the season. Teams must comply or disqualification will be enforced.
- 3.) Visiting cars (those that compete regularly at other tracks) will be permitted to compete provided they pass safety inspection as well as comply with Wyoming County International Speedway's basic technical regulations. Determination will be made by the tech inspector. Additional weight may be added to offset differences in home track rules. The tech inspector's decision is final. No protests will be accepted based on visiting driver compliance, as long as the tech inspector is aware of all rule infractions by the visiting team. Tech will determine length of time needed to comply w/ WCIS Rules. No points will be awarded to visiting cars until they are in compliance with Wyoming County International Speedway rules. One (1) week maximum to comply (also refer to *Subsection J.15* for Visiting Driver considerations).

B. DRIVER AND OWNER NOTES

- 1.) A driver entering in competition for the first time must have read and understood all the rules as stated in the rule book. Remember that you are all professionals. We expect you to act in a manner that fans will appreciate. This means no obscene gestures, etc. For those of you who win a race, please have the courtesy to acknowledge the crowd with a wave and a smile. They love to see it and it makes your sponsors proud to be part of your team.
- 2.) All drivers must complete a driver's information card available at the pit gate prior to competing. You will not be paid after the races or receive mailings if this card is not completed correctly for our files. You must complete a new card each season. Please make them legible and fill in all information. All drivers/owners are responsible for all taxes based on event winnings.
- 3.) Please treat new drivers like one of your own crew. Remember that they came to support your race track and bring you some fresh competition. Make them feel at home so they will come back and bring their family and friends.
- 4.) Please make sure your trailers are properly equipped with clearance lights as well as safety chains. Be legal in the eyes of the law. This is for your safety as well as the safety of other motorists.
- 5.) When leaving the track please drive safely. Obey traffic regulations. Leave the racing at the track. We want to see you back next week safe and sound.

C. PROTESTS- One protested item per form. Protested item is the only item in question during protest inspection.

- 1.) Visual Protests: These must be made prior to the line up being called for the feature event or cars begin to line up on their own for said event and **must** be made by the DRIVER of the protesting car IN WRITING ON A WCIS PROTEST FORM, accompanied by a \$125.00 (cash or money order) protest fee. If the protest is upheld (protested car deemed illegal), the protest fee, minus a \$25.00 administrative fee, will be returned to the protester. If disallowed (protested car deemed legal), the full protest fee will be forfeited.
 - 1.) A visual protest does not require the use of tools to see and determine legality.
- 2.) Technical Protest: These must be IN WRITING ON A WCIS PROTEST FORM and GIVEN TO THE RACE DIRECTOR and/or HEAD TECH INSPECTOR, by the protesting car's DRIVER no longer than fifteen (15) minutes following the completion of the event in which the alleged violation occurred. The written protest must be accompanied by a \$300.00 bond or cash, per item protested. The tech inspector, the protester, and only one member representing the protested car will make the protest inspection unless tech inspector allows additional assistance. Regarding the protested part only, this information can be passed on to a Speedway Committee if a gray area of interpretation is needed, but not required. Any alleged violation is permitted in the protest. The tech inspector may announce the results of the protest within one week, unless additional investigation time is needed. If the protest is upheld (protested car deemed illegal), the protest fee, minus a \$50.00 administrative fee, will be returned to the protester. If disallowed (protested car deemed legal), the full protest fee

will be forfeited (WCIS Officials/Management will determine the distribution of remaining funds between the protested car, cost of inspection, and point fund).

- 3.) The tech inspector will announce “legal” or “illegal” only. THE TECH INSPECTOR’S DECISION IS FINAL.
- 4.) Vehicle or parts in question are to remain within the tech building or possession of the tech officials until final decisions are made. Parts in violation of the rules are to be confiscated by WCIS tech inspector.
- 5.) Visual and technical protests must be on WCIS official protest form. Protest forms can be obtained from the tech officials.
- 6.) The Tech Inspector/Race Director, reserves the right to accept or reject any protest at any time.
- 7.) DRIVERS AND OWNERS ARE RESPONSIBLE FOR KNOWING THE RULES AND ABIDING BY THEM. Any violation discovered through a chassis or an engine tear down including visual protest may result in disqualification at the time of protested inspection, but may not satisfy the guidelines of the protest fee if the stated protest component in question is not determined to be illegal.
- 8.) The car of any driver filing a protest will be subject to inspection of the part, equipment, modification, etc. that is in question on the protested vehicle as well.
- 9.) No protests shall be accepted concerning the decision of the head scorer or timing system with respect to scoring of the event. No protest shall be accepted concerning the decisions of the track officials with respect to the race procedure. The driver has the right to ask for a verification of his/her finishing position from the head scorer. Please be respectful.
- 10.) Wyoming County International Speedway, Inc. reserves the right to adjust any rules at any time throughout the season to better equalize the competition or increase the safety of the sport. These decisions will be finalized by the tech officials and posted (refer to *Subsection G.3* for Over Competitive Driver/Car/Team considerations).

D. TRACK POLICY

- 1.) Wyoming County International Speedway, Inc. is private property. Any person on the property without permission of the owner is guilty of trespassing and subject to the penalties of law. Through the registration and purchase of a pit pass, you have been given the authority and right to be on the property in conjunction with said event activities. However, the management reserves the right to revoke this authority at any time. Everyone must hold a valid pit pass to be in the motor pit or infield areas. All new drivers and cars must go through tech inspection (mainly safety) prior to racing. Any technical questions can be answered at this time to assure rule legality.

E. SAFETY AND TECH

- 1.) An approved complete long-sleeved multi-layer fire suit, hand protection & neck collar is MANDATORY in all classes. This is the sole responsibility of the individual team crew and driver. Hans type restraints are highly recommended for all division competitors. Foot protection is highly recommended. Drivers will wear full safety protection when they are in their racecar and on the track for any reason. All drivers must be properly licensed and signed in.
- 2.) Each racecar in all classes should be equipped with an approved FIRE EXTINGUISHER fastened within reach of the driver. Dry powder type, rated ABC, BC, B, or C, and be 2-½ lb. minimum with a current inspection/service tag is required. ‘FireAde’ extinguishers are recommended, and may substitute for in car use. Centralized anti-fire systems are mandatory only in cars using hand controls. Fire bottle systems are highly recommended in all competing cars.
- 3.) An approved DOT HELMET must be worn whenever a driver is in his/her racecar and on the track for any reason. A SNELL 2015 RATING or newer is extremely important for your head protection.
- 4.) No passengers in the racecar at any time other than official supervised organized events.
- 5.) NO ELECTRIC FUEL PUMPS ALLOWED except 4 cylinders/6 cylinders in factory location unless approved by WCIS Tech official. A Switch to shutoff power to the fuel pump must be installed and boldly labeled in reach of the safety crew. The switch must kill all power to the pump.

- 6.) No racecar will be permitted on the racetrack without an official's direction and approval.
- 7.) No racecar will be permitted on the racetrack when the ambulance, wrecker, fire fighter, and their crews are not in position or when the RED lights are on. Special permission must be obtained from the race director or competent safety official before any vehicle may enter or exit the track when it is closed.
- 8.) Any racecar using bolted-in weight will have the weight painted white with boldly painted car number secured on the racecar with a minimum of two ½ inch bolts. Additional welding of weight box is recommended. Weights are not allowed in the drivers compartment without safety tech inspection approval.
- 9.) All twist-in spring spacers must be safety wired.
- 10.) Safety Belts and Shoulder Harness - Each car shall be equipped with aircraft type, 3" wide, quick release lap belts attached to the roll cage. According to manufacturer specs, each car shall have a shoulder harness with minimum 3" wide nylon straps. Shoulder harness shall be securely attached to the roll cage. Seat belt and harness shall latch with a single device such that both are released with a single release action. All belts will be bolted to the roll cage assembly from the rear with at least 5/16" aircraft or 3/8" standard bolts. This is MANDATORY in all classes. A V-type crotch belt is recommended. Safety belts and harness are recommended to be no more than 5 years old and in good condition. All racing harnesses and safety devices must be installed according to manufacture specifications.
- 11.) A roll cage is mandatory in all classes of racecars. See additional construction specs under each division rules. The cage will be at least four-post design with two posts in front of the driver and two behind the driver with 3 minimum bars installed in the doors. Construction will be of ERW or DOM steel tubing, no galvanized and no pipe fittings. The craftsmanship and welding of the roll cage must pass safety inspections.
- 12.) Front and rear drive shaft loops are mandatory in all rear-wheel-drive classes. 360-degree loops attached with ears that are bolted or welded to the frame or with a minimum of two 3/8" bolts on each side. The drive shaft will be painted white and labeled with car number.
- 13.) Rough driving will not be tolerated. The first offense may result in disqualification, and repeated offenses will result in suspension and/or fine. Retaliation may result in immediate disqualification and ejection from the premises. WCIS will not tolerate this behavior.
- 14.) Three (3) unassisted spinouts or cautions during one event by one driver may result in a safety disqualification.
- 15.) Any mechanical condition or action by a driver deemed to pose a hazard to that driver or other competitors would result in a mechanical black flag (Black w/ Yellow Stripe) The car must go immediately to the pits, get repaired if possible. All cars must await direction from track official upon returning to competition. This inspection may be made at the entrance to the racing surface in turn 4. Failure to stop for inspection may result in disqualification.
- 16.) All cars must slow down when the yellow caution light comes on, or caution flag displayed. The speed of any cars in the pits should be kept to a MAXIMUM of 5 MPH.
- 17.) Aluminum high back seats are mandatory in all classes. Securely fastened with a minimum of six 3/8 grade 5 bolts with large face washers. All seats must be a minimum of .120 in thickness. SST Modified and SST Super Stock teams are highly recommended to utilize full containment seats and head restraint devices.
- 18.) Racing fuel cells are required in all premier event classes (SST Modified and SST Super Stock). Fuel cells must be mounted securely behind rear axle, protected by roll cage tubing. No part of the fuel cell should be lower than centerline of rear axle or extended past protective bars. All cells must have check valve, vent, safety foam, and approved steel or plastic container. Entry level divisions using stock fuel tank must leave it mounted in factory location. Any substitution to the use of a fuel cell is subject to the above specifications. All cells must be contained and protected by the roll cage.
- 19.) Mirror - Maximum surface area size allowed is 28 square inches. Single pane only and usage will be at the discretion of the officials.
- 20.) Any part number or identification mark that has been removed may be cause for disqualification.

- 21.) Any significant dragging sheet metal or other object which may create a safety issue must be repaired in the pit area. Vehicles in question will be directed pit side by officials or black and yellow mechanical black flag. No vehicle will be allowed to compete without Body or Interior Components, Bumpers, or Nerf Bars safely mounted in position.
- 22.) No antifreeze in radiator - use of redline type lubrication additive is allowed. Anti-freeze is greasy and hard to remove from the asphalt racing surface. A \$50 clean up fee will be penalized per spill via payout if unpaid.

F. General Tire Tech (all divisions)

- 1.) Tires can and will be teched at any time during WCIS event. Tires found illegal may result in full event disqualification.
- 2.) Reasons for disqualification may include unauthorized tire change, treadwear number, illegible identification numbers or tampering, modifications, tire size, compound, durometer reading, sticky feel, smell, or residue found internally or externally. Questionable tires are subject to penalized drilled hole.
- 3.) WCIS officials will have the authority to deem tires legal or illegal. WCIS officials will have final authority to test, impound, or destroy tires found to be tampered with and/or illegal.
- 4.) WCIS or it's officials are not responsible for the cost reimbursement of said tires.
- 5.) Tires must be recorded with WCIS at the time of purchase. Extended distance events may have additional tire parameters in place, including but not limited to:
 - 1.) Tires may be impounded prior to, and for the duration of special events that competition tires are designated to be used.
 - 2.) All American Racer tires must be purchased from WCIS/Tuff Toys, Inc.
 - 3.) All American Racer tires will be tracked and must be recorded at time of purchase.
 - 4.) Tires will be marked during qualifying events, and used specifically during feature events.
 - 5.) One (1) or two (2) tires may be substituted according to official direction only.
 - 6.) Tires may be changed during said event, only if tire is damaged, and change must be observed by a WCIS track official.
 - 7.) Any modifications of the tire markings will be reason for disqualification.

G. GENERAL POLICY

- 1.) Race officials and management will resolve any disagreements over technical questions or operations. When their decision is rendered, said decision is FINAL AND BINDING.
- 2.) The track management will establish the length, frequency, and administration of all communication, events, and programs. The management and officials will determine all finishing positions. The decision is final. Any complaints, disputes, questions, or problems must be directed to the race director immediately following the event. It is the duty of all drivers, car owners, and mechanics to bring to the attention of the officials any unsafe equipment or practices as well as any rule infraction of any car and/or driver.
- 3.) Over Competitive Driver/car/team in any weekly division will be required to move up to the next division if instructed by WCIS. Driver/car/team not choosing to ascend to an upper division will not be able to compete in said division until future notice of reinstatement is issued by WCIS Officials. Veteran drivers returning to weekly competition from time away from racing, may be able to compete in entry level divisions at the discretion of the WCIS Officials. Refer to the respective Over Competitive Rules within each specific division for additional parameters.

H. RACE TRACK OPERATIONS AND PROCEDURES

- 1.) The only people allowed on the track or infield are approved track officials. Everyone must stay away at all times unless requested to assist for a special reason. **NO ONE IN THE PIT AREA WILL APPROACH THE ENTRANCE RAMP TO THE TRACK AFTER THE RACES HAVE STARTED.** Drivers may seek a place of safety in the infield following disablement. Following a crash, **STAY IN YOUR CAR! DO NOT** examine your car while the green is out! Pit crews, owners

and personnel related to the car are not allowed out on the track following an accident or injury. Do not enter the racing surface without expressed authorization. An official will approve your entry at the track entrance and signal you to proceed. Any competing vehicle whose speed has been reduced to a point where it causes a safety problem or retards track activity will be removed from the racing surface at the option of the officials.

- 2.) The WCIS racing program is based on the availability of enough vehicles in each class. If the number is not available, alternative scheduling or programming may be used. Racing events will be “lined up” in various ways to accomplish the best racing program.
- 3.) Any substitution must include primary team car or primary driver to receive points. Substitute drivers must notify race director when registering to enter the facility. No points will be awarded to a team utilizing a substitute driver, if the primary driver is competing at another racing location outside of WCIS during the duration of said event, or day of the event.
- 4.) The primary team car must be used to start the heats and feature unless vehicle experienced damage while at said event.
- 5.) Driver changes may be made only before the feature race starts and only after reporting such change to the race director and head scorer. Any points earned in the event will be awarded to the starting/qualified driver.
- 6.) Vehicle Changes - The car number must be adequately changed to signify a drivers transition to another vehicle in order to be scored and receive points correctly.
- 7.) Any change or substitution requires a tail starting position for first event (heat or feature). From the time any car is signed up for an event and until all the cars have been released by the race director following the close of the event, the driver of any car shall be the SOLE spokesperson for that car and shall be responsible for the actions of his pit crew. In the event the driver is incapacitated, the chief mechanic/owner, may speak for the car.

I. STARTER AND FLAG REGULATIONS

- 1.) Official Starter - All practice and competition activity on the track are under the immediate control of the starters/turn 4 official. All competitors shall adhere to their directions.

J. RACE PROCEDURE AND SCORING

- 1.) Practice Sessions - Practice sessions are 1½ hour before race time unless otherwise announced. No practice without starter, and emergency personnel. Length of practice is determined by available time, not by number of practices per division. Also note, open practice sessions are available weekly during the season on Wednesday events, 5:00 pm until dusk.
- 2.) Line Up - Line up is based upon point system from prior race results. Any entry signing in after starting time is subject to start scratch. Any entry not in line up chute when previous race is ended is subject to start scratch for that race. Once feature green flag falls, no new entry will be permitted on track for competition in that division.
- 3.) Start - All cars must stay in line and maintain pace. No acceleration until reaching the designated white line. Stay in line until past the start/finish line unless a car is completely off pace. If caution comes out before completion of one lap, original position is maintained, except cars involved in incident. Caution cars will restart start in rear of field along with cars that go pit side. If a majority of the field is involved in the incident, a complete restart and original positions may be reset.
 - 1.) Leader has lane choice and sets the proper pace.
 - 2.) Consider this a warning - Any games during restarts or caution laps, such as pace fluctuations, too fast or slow, brake checks, swerving or excessive rubbing will result in a warning, then sent tail, and this goes for all positions in the field with no tolerance.
- 4.) Restart After One Lap Complete - Line up is in the order in which car running at the display of the caution flag or last lap completed. If red flag, restart according to line up of caution lap or last green lap if no caution. Cars involved in incident start behind those not involved. On restarts, passing only to the right until past the start/finish line. If sufficient laps completed, race may be called with points

and money according to position held for restart. If 5 laps or less remain, under caution lap cars go to tail.

5.) Procedure Under Caution -

- 1.) Line up determined by position of cars when caution flag is displayed. Cars involved in incident restart scratch. If the majority of the field has passed the Start/Finish Line otherwise line up is according to last lap completed. Caution laps may be counted on races scheduled with extended laps.
 - 2.) Any car failing to hold position except to have legitimate conference with Track Official shall lose position.
 - 3.) If cars fail to hold position due to an incident, all cars involved in the incident will start scratch. A contact rule of involvement applies. Cars stopping prior to accident or avoiding the focal point of the incident may return to position by the direction of WCIS track officials. Cars tagged during a wreck or caution, but continue away from the 'point of incident' may be allowed to hold position if officials deem 'no fault.'
 - 4.) Cars will restart double file for full duration of race, with lap cars mixed in until a caution within the last five (5) remaining laps or a predetermined point in race competition or direction of WCIS officials.
 - 5.) Last two (2) laps must be run consecutively under green (i.e. green-white-checkered finish in the event of a caution during the last two (2) laps).
 - 6.) Any car failing to take first starting green flag, followed by one completed lap, will not be allowed to compete (DNS). After original green flag, driver may not utilize personal backup car or any substitute car for the remainder of said event.
- 6.) Incident - Any car causing a caution, or involved, will be sent tail for the restart, but ahead of lap cars, Any car stopping due to a mishap, deemed not involved, must immediately file into caution single file line-up or shall be considered involved in incident. Caution flag may be displayed for track debris or unsafe conditions.
- 7.) Repairs - No car may be attended to on the track surface unless directed by race officials with approval from race director (such as oil on windshield from another car) Driver ONLY may address the vehicle damage in the infield, with the assistance of track safety crew if safety hazard is eminent. Driver must get approval to return back to competition in a safe manner. If greater repairs are necessary and the yellow or red flag is displayed, a car will be permitted to pull into the Pit Area only when directed by a track official. All entries returning to the track shall start to the rear in order to return. All cars must complete a STOP at the track entrance and wait for official direction to enter, gates will close at the discretion of the gate official. STOP at track entrance until signaled to re-enter competition. Inspection of the vehicle damaged or leaking may be required before car can re-enter the event.
- 1.) Only authorized personnel shall be in the infield at any time during the said event. Family members are asked to remain calm and wait for direction from authorized personnel.
- 8.) Manner Of Driving - Only one person allowed in racecar at any time on track or in pits. No part of the driver's body is to extend outside of closed body of racecar during the race or practice.
- 9.) Competitor Performance - Continual ill-handling or rough riding will result in disqualification. Any car which leaves the racetrack with all four wheels must return in safe manner when directed. Any car with substantial damage must not return to competition without safety officials approval. This is the responsibility of the team to obtain approval.
- 10.) Lap Or Time Penalties - A lap or time penalty is the act, during a race, of detaining a driver off the racetrack for a certain time or a number of laps, whichever is appropriate as determined by Speedway Officials. A lap or time penalty may be imposed when the competitor has violated the applicable rules, direction from a Speedway Official or a known race procedure. The Speedway reserves the right to assess such penalties after the event when there is insufficient laps or time remaining in the race to impose a lap or time penalty. Scoring will be corrected accordingly.
- 11.) Disqualification/Fine Procedure -
- 1.) 1st Warning - Subject to severity of infraction.

- 2.) 2nd Warning - \$50-\$200 fine (point fund).
 - 3.) 3rd Warning - Black flag - Disqualification from race event.
 - 4.) "W" - Warning; "BF" - Black Flag (No pay-No points); "MBF" - Mechanical Black Flag DQ - Disqualification (No pay – No points); "DNS" - Did not start; "DNF" - Did not finish.
- 12.) Light Procedure - The starter will control the lights on the track. They are official any time during the race. The starter will turn off the yellow light as the cars enter turn one if he feels the cars are lined up and in position to race. If the cars are not in the proper lineup, the green flag will NOT be displayed. Remember, the absence of the yellow light signals only the starter's intention to drop the "green flag." Additionally noted, if green flag is held still at time of display, more than likely, a caution will follow due to a bad restart. Be aware of quick slowing cars in this situation.
 - 13.) Numbers and Lettering Recommendations - Numbers will be registered, then assigned by the race track as requested by the car owner if NOT ALREADY TAKEN. Numbers are assigned on a first come first serve basis with the previous holders of that number receiving priority. Numbers will be located on both doors at least 18" high by 4" wide in a color that contrasts with the color of the car body. No fancy design within the car number is allowed, it must be easily read. The Driver's name shall be located on the roof in letters at least 2-3" high (first and last name). The cubic inch displacement of the engine will be located on the hood in numbers at least 4" high by 1" wide. The car number will be located in numbers at least 5" high by 1" wide on the right front and rear of the car in the area where the headlights and taillights used to be. Fender, quarter panels, deck and lid may be used for sponsor advertising. This lettering must not interfere with the number of the car. Any letters associated with the car number should be boldly found in the number (minimum size 3" x 4" x 1" wide) in a contrasting color.
 - 14.) Appearance - Standards require that cars be kept painted, clean, and in reasonable body repair. No wrecked, rusty, or loose body panels will be permitted. No car may run longer than two consecutive race dates following a damaging wreck without the damaged sheet metal being repaired or replaced. Appearance of the crew is also important. It not only helps to promote the sport of racing, but also shows the sponsorship of your team as well. LOOK AND ACT PROFESSIONAL!
 - 15.) Visiting Driver - Any visiting race team may be allowed to compete for one week at the discretion of the WCIS Technical Inspectors, teams will be required to have approved track tire (American Racer EC-31), and stay out of the top 5 positions until the car complies with WCIS rules. Full disclosure of rules different from WCIS must be known to WCIS Tech prior to qualification (unknown components will be subject to legality of WCIS rules). Amendments to the payoff may also be imposed if the WCIS management sees fit.
 - 16.) All Divisions - Purse may be based on minimum 10 car field. 10 cars or less reduces purse accordingly. Full fields may receive bonus money to increase the bottom end of the purse

K. My Laps and My Race Pass Inclusions

- 1.) All cars in every division must have a transponder that is compatible with our 'MyLaps' and scoreboard.
- 2.) MyLaps TR2 transponder and mounting bracket must be installed.
- 3.) Transponder is to be mounted on the right side facing the track, 150 inches rearward of the leading edge of the front bumper to the front edge of the transponder bracket. Not higher than 18" up with clear view of track.
- 4.) Testing of the device must be done prior to the competition.

Please help to promote our Short Track Racing Industry with good competition, promotion, and attitude. Support the events across the motorsport sector and help to stimulate young minds to follow the racing heroes of today.

Live Streaming- As WCIS/ BullRing Promotions Group continues to grow the live streaming program, the professional acts of all included, will be required. Please help to promote the service and the exposure of your sponsors. Together we can all benefit by a professional and exciting production.