

**PITTSBURGH PENNSYLVANIA MOTOR SPEEDWAY**  
**RULES OF PROCEDURE updated 12/11/25**

RACEceivers (one-way communication systems) and AMB Transponders are mandatory in all divisions at Pittsburgh's Pennsylvania Motor Speedway. No driver will be permitted to compete without a RACEceiver and Transponder. It is the responsibility of all teams to have working Raceceivers and drivers are to follow instructions of the Race Director.

The rules in this book are intended to make racing less expensive and keep competition as equal as possible. While these rules offer a good outline, every item cannot be covered by a written rule. If you come up with something not covered in the rules, ***PLEASE ASK FIRST!***

1. Official rulings are final. Special rulings may be put into effect on occasions and/or in situations not mentioned below.

2. PROMOTER AND/OR OFFICIALS RESERVE THE RIGHT TO REJECT AND/OR DISQUALIFY ANY CAR OR DRIVER WITHOUT RECOURSE. Only suitable cars will be approved. All cars and drivers are subject to inspection at any time by track officials. **Inspection does not deem the car to be safe. This is the responsibility of the individual competitors.**

3. All drivers must be at least 16 years of age and possess a valid driver's license in all divisions except Young Guns, where the minimum age is 13. Those interested in racing in a division other than Young Guns that is under 16 must submit their racing resume to Blair Cress Jr.. The information will be reviewed and passed onto our insurance carrier for consideration. All those drivers under the age of 18 must have a minor release form filled out before you compete. Minor release forms can be obtained at [www.ppms.com](http://www.ppms.com) or at the pit sign in booth, and it must be signed by a parent/guardian as well as the minor participant. Additional paperwork for minor participants may be required. Contact the speedway prior to arrival for additional information. Minors competing for the first time in any division are subject to visual observation from the Pit Steward prior to being approved for racing competition.

4. No alcoholic beverages or intoxicating drugs in the pit area. Suspected users are subject to examination by a physician. Failure to comply means suspected offender(s) will be barred from future races by track officials. **Offender(s) will be removed from the speedway property. Car owners and/or drivers are responsible for each of their respective team members. If any member of a team is found to be in violation of this rule, the car will be disqualified for the night. Both the car and driver are barred from competing in the next scheduled racing event that features their respective division. Rainouts do not count toward the penalty.**

5. Any participant involved in any accident while racing on the premises must report to the officials before leaving the premises (providing such participant is physically fit to make such a report). Driver must complete a driver accident report. **In the event the driver is unable, the car owner or immediate family member may complete the form.** Negligence in this matter will result in a loss of benefits.

6. The driver and/or owner assumes the responsibility for all actions of pit crews and themselves at all times and shall be the sole spokesperson for the car and crew in any and all matters pertaining to the race meet and with the officials in charge.

7. **No guns permitted on the grounds of PPMS. This is to include the Pit and Grandstand area.**

8. No participant shall subject any official to verbal or physical abuse or use of improper language at any time. Anyone taking part in discourteous conduct or causing a disturbance in public may be disqualified or suspended. Any physical contact with an official could result in suspension, fines and / or be subject to felony charges through the Commonwealth of Pennsylvania.

9. No driver, car owner or crew member will have a claim for damages or expenses against the promoters or officials by reason of disqualifications, damage to either car or driver or both. They agree that the track is considered safe if they take part in the racing activities.

10. Only one person in a car at any time while the car is on the track. Riding on top of or hanging off of any vehicles in motion on the speedway premises is strictly prohibited.

11. **Approved 2020-2025 Snell racing helmet** with face shields and flame retardant uniform, competition quick release safety belts with shoulder straps should be worn and fastened at all times while on the track.

12. Ambulance, fire crew, and flagman must be present before cars are permitted on the track.

13. Each team must furnish a 5 lb minimum fire extinguisher in the pit area. Drivers and fuel tanks must be separated. Gas lines sealed in rubber under the floorboard. Fuel cells are mandatory unless otherwise noted within the division rule book.

14. Car numbers must be displayed on both sides of a competing car. Numbers must be a minimum of 18 inches high and 3 inches wide. Duplicates will be modified by track officials. Any car with numbers deemed non-legible by track officials will not be scored.

15.1 Pit crews are not permitted on the track AT ANY TIME. Failure to comply could cause disqualification of the car and driver for that event.

15.2 Pit crews are not permitted to hand and/or stick signals for competitors during racing competition UNLESS approved and agreed to by a sanctioning series in advance. Failure to comply could result in disqualification of the car and driver for that event.

16. Dangerous or unsafe races may be called, canceled or postponed by track officials. If a race is shortened by rain or accident, payoff and points will be awarded to the positions according to the last completed GREEN FLAG LAP. Cars involved and/or causing a yellow caution flag are placed to the rear of the field. More than 50% of the laps must be completed to constitute a complete race.

17. Protests must be submitted in writing to the Head Pit Steward, accompanied by a non-refundable \$500.00 administration fee, within 10 minutes following the finish of the event by the car being protested in competition. The written protest must state clearly the subject of action and can only be requested by an owner with a car in competition for the given night's events. Only the owner or driver and engine builder of both the protesting and protested cars may be present at the officials protest inspection. The car being protested will be impounded until all parties can be present at the impound location for tear down. In addition to the initial \$500.00 administration fee, certain items being protested will carry an additional

protest fee that will be returned if protest is upheld or forwarded to the car being protested if not upheld. Those fees are removal of cylinder head \$700.00, removal of intake manifold \$500.00, removal of clutch or transmission \$500.00, removal of rear end gears \$500.00. Fees not covered are at the discretion of the officials. **ANY CAR FOUND ILLEGAL WILL FORFEIT ALL PRIZE MONIES EARNED FOR THAT NIGHT AND WILL FORFEIT ALL POINTS ACCUMULATED TO THE PROTEST DATE. In the event of a scoring protest, only the driver may protest. Report to the Head Pit Steward no later than 10 minutes after the conclusion of the race.**

18. A car may only compete in one division during the night.

19. No driver or crew member may enter the racing area until he or she has personally signed all releases, registrations, and entry forms. No person will be permitted at any time to sign the release for anyone other than himself or herself.

20. Any driver, owner or crew member who interferes with track personnel when removing their cars from the speedway may result in disqualification of their car.

21. ADVERTISING/ PRESS RELEASES – any driver entering and competing in a PPMS event acknowledges and accepts the following: PPMS and its assigns may use the drivers' names, pictures, likeness, and performances in any way, medium or material. Including without limitations by and through, television, radio air-wave, social media, cable and satellite broadcasts, film productions, videotape reproductions, audio-tape reproductions, transmissions over the Internet and public and private on-line service authorized by PPMS and the like, before, during, and after the event for promoting, recording or reporting in the event or any other PPMS sanctioned event, and do hereby relinquish all rights there to for these purposes, provided however that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services.

## 22. DECAL RULES

- **A. Each car MUST have a current PPMS issued safety inspection sticker in a visible location prior to competition.**
- **B. 6" (inch) square space shall be reserved on each door at the upper front page of each door for series sponsor decals. All cars must display series sponsor decal to receive points, point money and/or purse payoff.**

**23. TIRE RULE - Hoosier racing tires are the only permitted brand of tire to be used for any division that utilizes a racing tire. For non-weekly touring series events, the touring series' tire rules will take precedence for that event only. PPMS Officials may amend the tire rule for any event if track conditions and/or unforeseen circumstances warrant, and will inform competitors.**

24. Speed limit in pit area is 10 MPH for all vehicles to include race car haulers, race cars, pit bikes, quads, ATVs, golf carts, etc. **Operators must be at least 13 years old.** Operators should follow manufacturer age and capacity recommendations. Drivers/owners are responsible for your crews. Fines and/or suspensions can be given for violators.

## 25. Transponders

- All cars must have properly working transponders - cars without functional transponders may not be scored.
- It is the responsibility of all teams to check with speedway officials for proper AMB transponder mounting location.
- It is the responsibility of all teams to have operational AMB transponders – cars without functional transponders may not be scored. In a “too close to call” contest, a car with an improper functioning transponder may be subject to conceding the contested position to his/her respective competitor.
- Cars with transponders mounted in front of the specified location will be disqualified and scored in last position.
- The transponder loop location will be the official scoring line.

## 26. Rookie of the Year

- Driver's running for ROY in all divisions must submit a racing resume at the start of the season to PPMS scorers at the Head Pit Stewards stand to verify their eligibility. Drivers who do not submit a racing resume will not be eligible.
- Drivers who have competed in 5 or less events in a given division will be eligible for the Rookie of the Year title; starting at the rear of the field to gain experience does not count toward the five events limit. The Rookie of the Year title will be awarded to the highest eligible point driver in each division.

## RACING PROCEDURES

1. SEASON LINE-UP PROCEDURES: Pills will be drawn for heat race line-up – low number drawn starts on pole. A maximum of 18 cars will qualify through the heat races for the feature redraw; (6) cars from each heat if we run two or three heats; (4) four cars from each heat if we run four heats. Pills will be drawn to determine the feature line up. Officials will determine the number of pills at each event

a. HEATS – by pill.

b. FEATURES – heat qualifying cars will be lined up according to the pill redraw. The previous week's feature winner will always start half way through the starting field of the next regular distance, non-special feature event\* provided he/she qualifies in the top (12) positions. Remaining feature positions will be filled from the way you finish your heat or from the consi. The number of cars in excess of 24 starting the feature will be determined by officials at each event.

c. CONSECUTIVE WINS – If a driver/car, in any division, has three consecutive regular event feature wins, the driver/car will start in the last starting position in the next regular event feature race entered in by that driver. Special events are excluded.

2. Length of events may be altered. A lap is considered complete if the leader plus one has passed the flagman

a. HEAT RACES – The length will be determined by officials. Officials reserve the right to eliminate heat races based on car count.

b. FEATURE RACES – the feature length may vary depending on the event. The length will be determined by officials.

c. The Pit Steward will indicate the number of laps above the event line up.

3A. Race Start - A race is officially started when the green flag is thrown, and anyone pitting after will go to the back of the field. Anyone involved in an incident, once the green flag is thrown, that requires the caution flag to be displayed, will be placed at the rear of the field for the restart as determined by officials. Cars may stop to avoid an incident in progress. If they end up involved they will go to the rear. Cars that don't stop will retain their position on the restart. Cars that plow through per the discretion of the officials will go to the rear. Cars involved in incidents unrelated to the original caution will retain their position unless they pit. Some judgment is required – the judgment of the officials is final.

3B. Heat Race Finish - When the caution flag or red flag is thrown by the flagman on a white flag lap during a heat race, the race is made official. Cars that cross the line prior to the caution flag or red flag will be scored in order of their crossing. Cars that do not cross the scoring line prior will be scored based off of the previously scored lap EXCEPT the car(s) that were involved in the incident that caused the yellow or red flag situation. Car(s) involved in the yellow or red flag situation will be scored last.

3C. Feature Finish - When the caution flag or red flag is thrown by the flagman on a white flag lap during a feature, two consecutive green flag laps must be run to determine the feature winner. If the leader has taken the checkered flag, the race is complete. Then, the yellow flag can be displayed for a caution situation. The car(s) passing the flagman while he displays the yellow will be scored from the previous white flag lap, EXCEPT the car(s) that were involved in the incident that caused the yellow flag situation. Car(s) involved in the yellow flag situation will be scored last.

During an event, if a car is involved in an on-track incident and/or is stopped on or near the racing surface and unable to continue to make forward progress, unless extenuating emergency conditions exist with the car (i.e. fire, smoke in cockpit, etc.) the driver should take the following steps:

Shut off electrical power.

Do not loosen, disconnect or remove any driver personal safety equipment until directed to do so by safety personnel or a track official.

At no time should a driver or crew member(s) approach any portion of the racing surface or apron.

At no time should a driver or crew member(s) approach another moving vehicle.

All vehicles not involved in the incident or that are able to continue afterwards should slow down to a cautious speed (yellow flag), use extreme care as they approach an incident scene and follow any directions given by safety personnel or track officials. Cars are to stay in line and should not weave or otherwise stray from the line in the vicinity of the incident.

**\*\*All cars must stop immediately on the track at the moment that the red flag (stop) is displayed. A car entering the pit area will be placed in the scratch position on the subsequent restart. Any crew member who**

enters the racing surface to work on a vehicle under red flag conditions will result in disqualification of both driver and car. Cars requiring a wrecker or any other type of assistance to be taken to the pit area can return to the race if able to rejoin the field (in the scratch position at the rear of the field) prior to the green flag being displayed for the restart. **If an accident requires medical personnel to be dispatched, the driver must return to the infield via ambulance as a precaution. Refusal/negligence will result in loss of benefits and the driver will not be cleared to compete in any remaining events for that racing program.**

**\*\*Any car entering the pits during a caution (yellow flag) will restart in the scratch position. The track is to be entered from the pits from the TURN ONE AREA ONLY! The pit area is to be entered from the back straight entrance. Failure to comply may result in disqualification. Any crew member or driver who enters the racing surface to work on a vehicle under yellow flag conditions will result in disqualification of both driver and car.**

4. Cars deliberately trying to stop or delay a race WILL BE DISQUALIFIED. Stalled or spun-out cars must move into infield or track apron if possible. Cars capable of moving may pull back onto the track. A driver involved in three yellow flag (caution) incidents during a feature event or in two yellow flag (caution) incidents during a heat race will be disqualified from that respective race. Cars maintaining a minimum racing speed which is deemed as hazardous or too slow by officials will be shown the black flag and must go into the pit area immediately. Failure to comply may result in a severe fine/penalty.

5. Cars are permitted to pit in heat races or features. Cars may utilize any pit entrance UNDER EMERGENCY SITUATIONS ONLY. Otherwise, drivers must enter the pits using the backstretch entrance. No one will be permitted to enter or re-enter the track during an event, unless they are given permission by the Pit Steward/Official at the TURN ONE ENTRANCE ONLY! Failure to comply will result in a disqualification from the event and may be subject to major disqualification, which may include loss of all event points & pay.

6. All cars will start double file in all race restart situations or single file at the discretion of track officials. Heats & features will allow the leader lane choice, with odd position cars following the lane choice of the 1<sup>st</sup> place car and even position cars in the lane of the 2<sup>nd</sup> place car. The first car scored 1 lap down will be put back on the lead lap behind lead lap cars and cars involved in the caution. All other cars will not get any laps back and will start at the end of the field in scoring order. Any car that brings out the caution will NOT get their lap back.

7. For all restarts, the pole position/leading car will set a constant pace (around 40 MPH) from the end of the back straight to the designated starting point. The second front row car/all other cars are responsible to keep that pace. The pole position/leading car may NOT start to accelerate until it has reached the designated chalk line. The green will be displayed when the pole position car starts to accelerate. The second place car may NOT be ahead of the pole position/lead car when the lead car starts to accelerate or that will be declared a false start. If there are 2 false starts caused by the same car per discretion of the officials, the car will be moved back to the second row. Additional violations may result in disqualification. All cars must remain in line SQUARELY behind the leaders until the green is displayed. Cars may NOT drop to the inside or pull to the outside of the leaders until the lead car begins to accelerate. Non lead row Drivers that jump on any start will be penalized at least 2 positions plus an additional position for each additional car that was passed at the start on the first occurrence. The caution will be thrown to implement the penalty. Any additional occurrence at the same event will result in disqualification from the event. The driver will be black flagged on the second occurrence. Failure to observe the flag will result in a fine and/or suspension.

8. It is the responsibility of the driver to have their car to the line-up area for each scheduled race. Any driver joining the field of cars once they have left the line-up area will start at the rear of the field.

9. **POINTS – Please refer to the point spreadsheet, effective as of 2023. Points are awarded to the car only. To earn points for a race night, a car must appear on the track under its own power in any event, which includes hot laps. Points for the night will be awarded for feature finishes only, with points also awarded to non starters. Point totals per night will be based on the official car count, and awarded per the chart below. All cars that are in attendance and do not start the feature for whatever reason, will earn the DNS points at the bottom of the chart. If the first race of the evening has pulled onto the track and for whatever reason there is a cancellation and the feature events are not run, all cars that are signed in and in attendance will earn feature non-starter points based on car count. A disqualification for a major reason will earn no points. Weekly points are awarded to the car per track rules. Points for all non weekly divisions and series will be awarded to the driver.**

**Substitute drivers may be permitted. See Rule 10.**

A driver may utilize a backup car during racing competition. If a backup car is to be utilized, the car is subject to the same inspection process prior to competing. The car cannot compete without proper inspection. The backup car cannot have been used in any capacity of the event prior to the change. The driver and car will start in the scratch position of their next scheduled race. Points will be awarded.

There will be no ties for position in the final point standings. A tie breaker method based on the most number of wins (on point's nights only) will be the first criteria used to break ties. The next criteria used, if needed, will be the highest number of second place finishes, and so on down the line until the tie is broken.

Official Car Count																								
Pos.	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>	<u>24</u>	<u>25+</u>
1	8	12	16	20	24	28	32	36	40	44	48	52	56	60	64	68	72	76	80	84	88	92	96	100
2	6	10	14	18	22	26	30	34	38	42	46	50	54	58	62	66	70	74	78	82	86	90	94	98
3		9	13	17	21	25	29	33	37	41	45	49	53	57	61	65	69	73	77	81	85	89	93	97
4			12	16	20	24	28	32	36	40	44	48	52	56	60	64	68	72	76	80	84	88	92	96
5				15	19	23	27	31	35	39	43	47	51	55	59	63	67	71	75	79	83	87	91	95
6					18	22	26	30	34	38	42	46	50	54	58	62	66	70	74	78	82	86	90	94
7						21	25	29	33	37	41	45	49	53	57	61	65	69	73	77	81	85	89	93
8							25	28	32	36	40	44	48	52	56	60	64	68	72	76	80	84	88	92
9								28	31	35	39	43	47	51	55	59	63	67	71	75	79	83	87	91
10									31	34	38	42	46	50	54	58	62	66	70	74	78	82	86	90
11										34	38	41	45	49	53	57	61	65	69	73	77	81	85	89
12											38	41	44	48	52	56	60	64	68	72	76	80	84	88
13												41	44	47	51	55	59	63	67	71	75	79	83	87
14													44	47	51	54	58	62	66	70	74	78	82	86
15														47	51	54	57	61	65	69	73	77	81	85
16															51	54	57	60	64	68	72	76	80	84
17																54	57	60	64	67	71	75	79	83
18																	57	60	64	67	70	74	78	82
19																		60	64	67	70	73	77	81
20																			64	67	70	73	77	80
21+																				67	70	73	77	80
DNS	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54	57	60	63	66	69	72	75

10. Substitute Driver Procedure - Car owners/teams looking to utilize a substitute driver must request this substitution to the head pit steward BEFORE competing in their upcoming event. The head pit steward reserves the right to deny a substitution request. **Any unauthorized driver change will result in a**

**disqualification.** A substitution is permitted before, but not during, any scheduled competition, i.e. hot laps, qualifying, heat races, dashes, or features. The substitute driver is eligible to run for points for another car only if he/she drives the original/actual car for the owner whose driver is not available to compete and the car number of said owner is unchanged. A car number cannot be altered after hot laps or after a qualifying pill is pulled. A driver cannot run his/her regular car and alter the number to accumulate points for another driver and/or car. **The substitute driver will start in the scratch position of their upcoming event.**

**THE OFFICIALS IN CHARGE RESERVE THE RIGHT TO MAKE DECISIONS AND JUDGE ACCORDINGLY, WITHOUT RECOURSE FROM THE DRIVERS OR CAR OWNERS.**

TEARDOWN – ANY DIVISION – have a plan in place (with your engine builder). Car(s) will be impounded until officials have completed tech inspection. Refusal to do so will deem the car(s) to be illegal.

**By participating at PPMS Race Teams agree that they will abide by all the rules and regulations set forth by speedway and posted at [www.ppms.com](http://www.ppms.com) including but not limited to the following:**

INDEPENDENT CONTRACTOR: I am an independent contractor assuming all responsibility for money received as a result of my activities including but not limited to income tax, FICA, Workmen's Compensation, and withholding taxes. I am not an employee or agent of the Speedway.

RULES: I have or will have familiarized myself with all the Speedway rules and regulations now or hereinafter promulgated, including car specifications and safety rules, and specifically agree to abide by all the Speedway rules.

SPOKESPERSON: I agree that I will be the sole spokesperson for myself, the car owner, and the crew in all matters pertaining to compliance with the rules and regulations and I agree and understand that I am responsible for my crew.

INSPECTIONS: I agree and understand that by submitting my race car for various technical and safety inspections, I certify that the race car meets all rules and regulations for participation in Speedway events and that the burden of proof will rest upon me to show that I am in compliance with all Speedway rules and regulations.

STICKERS: I agree to appropriately use all required stickers, decals, patches and I understand that failure to do so will result in loss of points and forfeiture of all money and awards for the event.

DECISION OF OFFICIALS: I agree that all decisions of Speedway race officials, or track officials, regarding interpretation and application of Speedway rules and the scoring of positions, shall be non-litigable. I further covenant and agree that I will not initiate any type of legal action against Speedway to challenge such decisions, to seek monetary damages, to seek injunctive relief or to seek any other kind of legal remedy.

SAFETY: I understand that that there is no express or implied warranty of safety resulting from publication or compliance with the rules of the Speedway, and that 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.



**BREACH & DAMAGE:** In the event the undersigned breaches this agreement, he shall be liable for actual and liquidated damages sustained by the Speedway.

**OWNERSHIP:** As owner of a registered car, I certify I have marketable title to the competition vehicle, free and clear from liens and will deliver title to said vehicle or any part thereof if claimed pursuant to the rules.

**ADVERTISING RELEASES:** The undersigned consents to the use of his name, pictures of himself and his car for publicity, advertising and endorsements both before and after the events, and relinquishes any rights to photos taken in connection with events and consents to the publication or sale of such photos as the Speedway desires.

**ABILITY TO PERFORM:** I certify that I am physically able to to compete and am not a danger to myself or to others.

**DISPUTES:** Any controversy or claim arising out of or relating to this agreement, including any alleged breach, shall be settled in accordance with the rules of the Speedway . The undersigned agrees to accept the decision as final without appeal.

**WEBSITES & SOCIAL MEDIA:** Any comments detrimental to Pittsburgh's PA Motor Speedway or any of its employees or competitors as determined by speedway management may result in severe fines and/or banishment from the facilities.

#### **RULE BOOK DISCLAIMERS**

The rules and/or the regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptance requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

**Stock car racing is an inherently dangerous sport. Each Competitor assumes that risk when he or she participates in an Event.** The risk of serious injury or death cannot be eliminated and in fact will always be present at a high level. Members are required to advise their spouses and next of kin, if any, of this fact. Although safety is generally everyone's concern, Pittsburgh PA Motor Speedway cannot be, and is not responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the Event(s) as follows. All competitors are obligated to inspect the racing facilities, safety personnel and equipment, and conditions at the track on a continuing basis, before, during and after the event. Competitors must report to Pittsburgh PA Motor Speedway management promptly any inadequacy in the facilities, personnel, equipment or conditions at the track. PASSENGERS are not permitted in or on a racecar at any time. No one shall ride with any part of his or her body outside the

racecar. No riding on trailers or car haulers anywhere on the speedway property.

NEITHER PITTSBURGH PA MOTOR SPEEDWAY NOR TRACK OFFICIALS CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACECAR, RACING EQUIPMENT OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

**Speedway exits and entrances:**

Fans or participants are not permitted in or near Speedway entrances and exits.

Safety personnel and track officials are to stay behind guardrails/barriers during all green flag situations.

As with all Pittsburgh Pennsylvania Motor Speedway rules violations may result in penalties and/or fines.

