



Saturday and Special Events Racing

Pits Open at 4:30, Grandstands at 5, Driver Pill Draw Close 6:15, Pit Meeting 6:30, Hot Laps 7, Racing at 7:30
Weekly Race Divisions: B-Mods, Super Stocks, Pure Stocks, and Midwest Mods plus Guest Classes
www.centralmissourispeedway.net Race Day Phone 660-747-2166 www.facebook.com/CMSgoingGreen
12 Miles South of the I-70 Higginsville Exit on Hwy 13 or 4 Miles North of Warrensburg on Hwy 13

2025 Track Rules, Regulations, and Race Procedures

As of 2-24-25

TABLE OF CONTENTS:

Introduction/Car-Driver Registration.....	Page 1
Pit Passes/Racing Events Outline-Order.....	Page 2
Purse Payoffs/Points System/Points Earning Chart.....	Page 3
Passing Points Chart.....	Page 4
Negative Conduct Points.....	Page 4
General Race Procedures.....	Page 5
General Racing Rules.....	Page 7
Pit Safety/General Car/Tech Inspection/Other.....	Page 8
Rain-out Policy/Disposal/Heat Race Number of Cars.....	Page 10

Information changed since the last edition is annotated in bold italic red font. Note: This does not include formatting changes and grammar corrections made since previous addition. **If text is bold, it is important, read it and know it, "I didn't know" is not an excuse at CMS!**

INTRODUCTION:

The intent of the **2025** Central Missouri Speedway (CMS) Track Rules and Regulations Manual is to make the rules as understandable as possible. The rules and regulations within are designed to provide for orderly conduct of racing events and to establish minimal acceptable requirements for said events. If there are any changes from this Rules Manual as made available on its original release date, the changes will be **announced via the track's website and social media outlets**. If you converse with a track official or other person regarding these rules, it is best to point out the specific rule by quoting or showing the page number, paragraph, and sub-paragraph. When not certain of any rule or its meaning, you may ask a CMS Official for clarification. **No expressed or implied warranty of safety shall result from publication of/or compliance with this manual. No expressed or implied warranty of safety shall result from any alterations to this manual.**

CMS utilizes RaceCeiver one-way radios for all events, RaceCeivers are mandatory for all classes, **NO EXCEPTIONS!** Drivers will wear an earpiece connected to the RaceCeiver during pre-race competition while in staging, during races, and post-race. A designated CMS official will communicate instructions to drivers during yellow-flag caution or red-flag periods to speed up line-up procedures, warn of possible hazards, and race status changes. Drivers failing to adhere to verbal instructions given by designated official(s) will not be scored for the remainder of the race and may be sent off the racing surface. RaceCeivers are available for purchase or rental on a weekly basis. Drivers must provide their own earpiece for communication. Earpieces are available for purchase on site, inquire at pit entrance. Batteries not included.

No driver will be allowed to have a cell phone or any type of transmitting device in or on the car except for RaceCeiver. Violation of this rule will result in fines and suspension.

ACRONYM KEY:

CMS=Central Missouri Speedway DQ'd=Disqualified

General info: Tires must durometer 50 or harder after any race. Any tire not meeting this durometer reading will be deemed as failing technical inspection. No labs will be used.

CAR-DRIVER REGISTRATION:

1. Car/Driver Registration: For each car class that a driver competes in, he or she must be registered for the racing season using the CMS Registration Form. ***There is no cost for "track" registration.***
2. Car Number Registration: Each car must be registered with the number it carries. There will be no duplicate numbers without an alpha character letter before or following the number. Numbers will be assigned and approved by CMS. Car numbers must be contrasting to car color and readable by the official's discretion. ***Also reference section, GENERAL CAR: 2. NUMBERS.***

If the number is not readable, drivers will have one chance to fix the number to make it readable, NO EXCEPTIONS!

PITS/PIT PASSES/INFIELD SCORING AREA/DESIGNATED INFIELD WORK AREA:

1. Pit Entry Requirements: Persons of any age may be admitted to the pits upon paying the set pit pass fee. All minors under 18 years of age must complete and sign a waiver form signed by both parents/ legal guardian; the Waiver must be notarized. Note: there is a notary present on the grounds of CMS, ask for more information at the pit entrance. All personnel over the age of one year (non-walking baby) entering the pits must pay the required pit-pass fee and sign the correct release form. Pit pass fees are subject to increase for special events.
2. Pit Area, Hot Lane, and Designated Infield Work Area: "Pit Area" is described as the area in which your tow vehicle and/or race hauler is located. The "Hot Lane" is the service area located on the outside of the back straightaway, no crew work is allowed in this area, only service by a race official is permitted. The designated infield work area for crew members to make instant repairs on a car to return to competition in the same race. (See General Race Rules for explanation of usage of Pit Area, Hot Lane, and Designated Infield Work Area during competition).
3. Unless special permission is requested and granted, no one other than CMS Officials will enter the track or Infield.
4. At no time will anyone, to include drivers, crewmembers, family members, fans, etc., interrupt officials in the infield scoring building, this includes but is not limited to tapping on the windows, entering the building, or distracting officials (other than a life-threatening situation) in any way. Drivers are responsible for their family members and crew personnel at all times while on the grounds of the speedway. Crew members must remain in the designated area as outlined, failure to comply will lead to driver disqualification.
5. The designated infield work area is just that, a work area. It is not meant to be an area to watch the races from and all personnel in the work area must have an official role as a crewperson. Absolutely no children are allowed in the work area, NO EXCEPTIONS! ***All personnel will wear a brightly colored vest with the car number of who they are with clearly written on the back of the vest.***

RACING EVENTS OUTLINE-ORDER:

1. Weekly Race Night: Unless a special event is added on other nights, all events will be run on Saturday night or according to the track schedule.
2. Time/Order: Pits Open-4:30 p.m., Pit Meeting-6:30, Track Packing-6:45, Hot Laps-7, First Heat Race-7:30. (Times may vary during special events or during excessive heat. Delays in starting due to excessive heat will be announced through track website, social media, and/or a press release).
3. Events/Laps: (Lap counts subject to change)
 - a. All heat races will line up according to the draw.
 1. B-Mod, Super Stocks, Pure Stock and Midwest Mod heat races - 8 laps.
 2. Guest Class heat races to be determined.
 3. Driver must compete in heat race originally assigned, NO EXCEPTIONS!

b. "A" features will be lined up and started according to heat race passing points and b-main finishes (may vary for special events or as deemed necessary by officials).

1. Feature Event Laps: All weekly class a-mains are 20 laps, subject to change at officials' discretion and race flow. If the race is not progressing, laps will be cut!
2. When 24 cars or less sign in for the competition, all cars (pending they can run) will make the main event grid. When 25 or more cars sign in for competition in any class, the top 16 passing points earning cars from heat races will transfer to the main event. A b-main will then be run to determine the additional 8 starters of the main event, to complete the field of 24 starting cars. (Subject to change at officials' discretion).
3. Guest class formats TBA.

4. Alternate Starters: If a car is unable to run the "A" Feature event, we do not use alternate starters. The standard field of cars for the main event will be 24 cars, there are no alternates, if one car falls out prior to the A Feature event, there will be 23 starters, if two fall out, 22 cars will start, etc.

5. Order of Events is posted on race night; drivers are responsible for knowing the order of events, "I didn't know" is not an excuse! CMS uses the MyRacePass application.

6. Be on Time! If you sign-in after lineups are posted, you will be assigned to the rear of a heat race and will earn finishing points only for your assigned race (passing points will not be awarded).

7. Stage Your Car on Time! If you are not in the staging area when your race has been signaled to move onto the track, and the yellow light goes out, you cannot come out onto the track. Instead, you will be held in the staging area with the engine running and if the initial first lap is not scored due to a yellow-flag caution or false start, the driver can come out at the tail of the lineup after an official's approval, if the lap was scored, you cannot come out. We do not wait on anyone, for any reason!

8. If you choose to start at the tail of a heat race, only finishing points will be awarded.

9. Must Self-Start! If your car is unable to self-start and is not running while in the staging area prior to entering the track race surface, you will NOT be permitted to compete in that event. One lap will be given to push start, see "GENERAL CAR" section item #4, for a complete description of push-start scenario. We do not wait for anyone, for any reason! If the car does not start after being pushed on its own at this point, a "did not start" will be recorded in the corresponding race and the car and driver will willingly return to their Pit Area. Once the "lights out" notification has been given, no car will be permitted to enter the race. ***If a restart occurs on the initial start***, the car(s) that arrived late may enter the race at the tail of the field but will NOT earn passing points. **(Also see Section STARTERS-All Classes #4 below).**

10. Do NOT solely rely upon the PA system to call you to staging, pay attention to the lineup board, order of events, and flow of the program, which moves quickly at CMS!

PURSE PAYOFFS:

1. Payoff Time and Location: Purse payoffs will take place after tech has been completed for each class and the final finishes of each class have been posted. (Subject to change for special events/guest classes). If there are any tech inspection issues, the payoff will be held until the final decisions are made. The payment will go only to the driver or car owner, signature required. Payout will NOT be mailed out!

2. Once the payout has been posted for your class, you have 15 minutes to pick up at the pay window.

POINTS SYSTEM:

1. Points: See the points chart below. Championship points are not awarded for qualifying heat races.

2. Points: Always awarded to the DRIVER in each class.

3. Points Awards: At the end of the season, a pre-determined number of point finishers in the weekly championship classes will receive awards that may also include monies and/or prize certificates.

These items will be awarded at an end-of-season event. If you qualify for awards/monies, you must be present to receive the monies/awards, they will not be mailed!

4. Awards will be presented at the CMS end-of-season event.

CMS POINTS-EARNING CHART:

1 - 100	13 - 66
2 - 95	14 - 64
3 - 91	15 - 62
4 - 87	16 - 60
5 - 84	17 - 58
6 - 81	18 - 56
7 - 78	19 - 55
8 - 76	20 - 54
9 - 74	21 - 53
10 - 72	22 - 52
11 - 70	23 - 51
12 - 68	24 - 50

**B-MAIN POINTS AWARDED:
45 POINTS EACH**

PASSING POINTS CHART:

Finish Pts	59	55	51	47	43	39	35	31	27	23
Finish → ↓ Start	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
1st	59	55	51	47	43	39	35	31	27	23
2nd	60.5	55	51	47	43	39	35	31	27	23
3rd	62	56.5	51	47	43	39	35	31	27	23
4th	63.5	58	52.5	47	43	39	35	31	27	23
5th	65	59.5	54	48.5	43	39	35	31	27	23
6th	66.5	61	55.5	50	44.5	39	35	31	27	23
7th	68	62.5	57	51.5	46	40.5	35	31	27	23
8th	69.5	64	58.5	53	47.5	42	36.5	31	27	23
9th	71	65.5	60	54.5	49	43.5	38	32.5	27	23
10th	72.5	67	61.5	56	50.5	45	39.5	34	28.5	23

1.5 points are awarded for each position gained plus the finishing points for that position.

NEGATIVE CONDUCT POINTS SYSTEM (NEW YEAR ... CLEAN SLATE):

A Negative Conduct Points System is used to help drivers, crews, and CMS to conduct the race night in a positive and professional manner. The driver is responsible for the conduct of self, car owner, crew, fans in the stands, family members, and other directly related persons. We want to achieve and maintain a family-oriented sport at CMS. The Negative Conduct Point System is set as follows:

1. The CMS Official will assign the points through a majority ruling. All decisions are final.
2. Any other Negative Conduct by a driver or through his or her responsibilities that are not listed below may find assignment of Negative Conduct points if the need arises by CMS officials.
3. Points accumulation:
 - a. An accumulation of 10 (ten) negative points will disqualify the driver and related car of its points and purse monies for the night in which the accumulation was reached. If the driver is also driving in another class other than that in which he was penalized, the qualifications will not be related.

b. An accumulation of 15 (fifteen) negative points will disqualify the driver for the remainder of the racing season including all purse monies won by the car the competitor was racing the night the accumulation was reached. Points for the season will be lost. If drivers competed in more than one class, monies earned in the non-offense class will not be affected but the point total will be lost. The driver will not be allowed on CMS property until the following season.

5 Negative Points for:

1. Running car through the pits above idle speed.
2. Returning or trying to return to track surface from "Hot Lane" or Pit Area before being signaled or told to do so by track officials or failing to allow car realignment/placement when officials are realigning the field.
3. Cursing or using foul language at anytime, anywhere on CMS grounds.
4. Using foul language or other forms of derogatory behavior as deemed so by track officials.
5. Arguing with officials about a call/decision or ignoring an official.
6. Leaving used oil, tires and/or wheels and other discarded items on the CMS grounds.
7. Non-drivers out on the track or accident scene at ANY TIME during the racing event (mother, father, brother, sister, NO ONE)!
8. Failure to ALLOW CAR alignment by a track official by preventing a car from being placed in front of you will get you put to the rear or disqualified from the event and will cost driver 5 negative points.
9. Anyone (Drivers/Crew) entering another Pit Area in such a manner as being argumentative, displaying abusive language, or aggressive behavior towards anyone in another Pit Area will result in a minimum of five negative points.

10 Negative Points for:

1. Purposely contacting another car at any time (in pits or on track).
2. Any container of consumable alcohol or use of illicit narcotics or drugs on premises.
3. Continuous arguments with track officials or other drivers or crews.
4. Threatening to fight with any other person or persons.
5. Leaving your car while on the track or in the "Hot Lane" at any time, for any reason (unless an emergency applies, or an official tells you to leave the car).

15 Negative Conduct Points for:

1. Fighting anywhere at any time on CMS property with intent to injure, showing intent to injure and/or using objects or weapons.
2. Purposely doing or attempting to run over or run-down persons with a vehicle.
3. Driver found to be driving under the influence of alcohol or any controlled drug substance by proof of drinking or using such as determined by licensed medical personnel or properly trained authorities.
4. Purposely not registering with CMS for the season.
5. Allowing anyone to drive your car anywhere, anytime, on CMS property when the person is NOT registered, and does not have an approved helmet and racing apparel in place.
6. If a driver states in person to any CMS Official that, "I will not be back," or similar statement, CMS will hold the driver accountable for his or her statement and will immediately assess a 15 negative conduct points penalty to the driver and he or she will not be permitted to return to CMS for the remainder of the season.

GENERAL RACE PROCEDURES:

1. Starts: The starting pace is to be maintained until the **designated and marked start zone. Front row cars must remain side-by-side until they reach this area, after which, the green flag will be waved. If the front row cars are not in line at the time they reach this area, the start will be called back. After two failed attempts, the front row cars will move to row two while the row two cars will move to row one.** The inside front row car sets the rolling start pace until the green flag is waved in all races; the outside car needs to keep up with the inside row car! Excessively slow

or fast starts will lead to realignment at officials' discretion. When this occurs, the violating driver as determined by official's majority rule will be sent back a row, if this occurs during a heat race, the driver will not earn passing points! Brake-checking or start/stop restarting will not be tolerated and will lead to automatic disqualification from the event. The race pace must be kept at the same pace coming to the start or restart of a race by directions given by officials.

2. All restarts are conducted using the Delaware Double file restart system with the leader out front, only second place in the running order will have a choice of inside lane or out, and all other cars will fall in line after this selection is made.

2 (two) attempts will be given to restart a heat race or B-main

4 (four) attempts will be given to restart an A-main event

Once the lead car hits the designated start zone at the proper race pace/speed, the race is subject to return to green-flag conditions.

(In short, CMS will no longer utilize the white chalk line or the cone on the front stretch; however, this is subject to change during guest class and other sanctioning body events and at the discretion of CMS race officials).

After two attempts of double-file restarts have occurred in a heat race or 4 attempts in an A-Main, with no continued racing results, a single-file restart will be ordered and implemented over the RaceCeiver or by designated official.

4. Servicing of Cars: If an official sends you to the "Hot Lane" for mechanical inspection, you may restart the race in the same spot only if NO problem was found. If a problem is found and needs to be addressed, you will be allowed to restart at the rear of the field only if an official signals for you to return to the track before the race is back under green-flag racing conditions.

a. On a red-flag incident, you may not enter the "Hot Lane," remember, exiting a race and going into the "Pit Area" disqualifies you for the rest of the race.

5. Yellow Flag/Light: When a circumstance takes place that endangers the race, a yellow flag/light will be displayed. You will fall into single file behind the car that was ahead of you at the end of the previous green-flag lap. If you are in doubt of your restart position, watch for the signals from the track officials and listen to RaceCeiver instructions.

6. Red Flag/Light: A Red flag/light will be displayed when the track is blocked, or a dangerous situation has taken place, or at officials' discretion. You are to stop immediately and listen for instructions or watch for signals from track official(s). Remember, no servicing of car or contact with any crew member can take place at any time. Note: there may be instances (long delays) in which officials may allow a crew member to bring water to a driver, still, no car maintenance will be allowed. As with the yellow flag, the realignment will be made by your position at the end of the previous, completed lap.

7. Black Flag: If you receive a black flag, you are out of the race. If you ignore directions from the Flagman or any track official, you will be disqualified from the event and assessed negative conduct points at officials' discretion.

8. Mechanical Flag: This is a black flag with a horizontal orange stripe: This flag signifies that you have a mechanical problem that must be inspected. You must pull into the "Hot Lane" for your car to be checked by the officials.

9. Checkered/Yellow/Red Flag: It is rare that this flag combination occurs. It is thrown only if an accident takes place after the leaders have come out of turn four on the final lap but have not reached the finish line. The red or yellow flag is thrown in combination with the checkered flag. The checkered flag was already committed but an accident takes place in the final lap sector, the race is complete.

10. White Flag: Signifies one lap remains.

11. Checkered Flag: Signifies the race is over! Once a checkered flag has been given to officially end a main event/feature race, drivers may come around the track for one "cool down" lap after crossing the finish line. This must be done with extreme caution! This should only pertain to drivers at or near the front of the field, who were battling to the finish line for position. To make this as simple as possible, drivers should exit the race in turn two at their earliest convenience. Any sort of retaliation or after-race intentional interference with another driver will result in automatic disqualification and

subject the driver to the negative conduct points system, NO EXCEPTIONS! Cool down laps only pertain to feature/main events and do not apply to heat races. A-Main feature winners should immediately pull down to the low side of the track by turn two and stay low all the way around the track until arriving in victory lane.

12. Final Two Laps:

- a. During “qualifying events” (heat races/B-mains), a race may be deemed complete once the lead car has taken the white flag. In this scenario, the finish order would be ... cars crossing the finish line before the caution or red flag is given, the race is scored by the way cars crossed the finish line. All other cars will be scored in the order they were running on last completed lap with the car(s) causing the caution or red-flag incident scored at the rear.
- b. During A-Main events, a race will be deemed complete after the leader crosses the finish line and receives the checkered flag. If the yellow or red flag is displayed during a feature event before the lead car crosses the finish line, the race must be realigned and reverted one lap, after which two additional laps will be concurrently ran to complete the race. The A-Main Event will always end with a Green, then White, then Checkered flag.

13. Two-Yellow Rule: Any car that brings out two yellow or red flags or a combination of two (one yellow and one red-flag incident) in a heat race or b-main event will be disqualified for the remainder of that race. Any car that brings out the yellow flag two (2) times in a main event will be done for the remainder of the race. In both instances, at least one (1) officially scored lap must be completed before the yellow flag count begins. Any spin or car stopping for any reason sends the car to the back of the pack for the start and/or restart. In an A-Main feature event (**or designated B-Main**) only, when the yellow light is displayed alone, you may leave the track for inspection by a race official in the Hot Lane or by reporting to the designated infield work area for your crew to make repairs. You will rejoin the field at the rear only after an official allows you to re-enter the racing surface from the Hot Lane or by exiting the designated infield work area when repairs are made, you will re-enter the race safely at the tail of the field.

14. Accident/Involvement: CMS Officials will make a majority-based decision regarding any driver's “involvement” in on-track incidents during a yellow or red-flag.

15. Time vs. Laps: A-main events will have a 20-minute time limit. Under a red flag, time tracking stops. When the time limit is reached, the white flag will be called for with the checkered flag to follow signifying the end of the race. (May not be applied to special events).

16. Not Keeping Pace: If you are judged as being a hazard during a race due to your car running too slow, or because it is mishandling, or if the leader has lapped you more than twice, track officials have the right to put you to the rear of the field or send you off the speedway.

17. Scratches: If you are not able to compete in any race, the driver must IMMEDIATELY report the scratch **to a CMS official in the pit area.**

18. Lapped Cars: In the event of realignment after a red or yellow flag, cars that are lapped will be restarted in the spot in which they are instructed to report to by an official using their line placement, not running position, in the race as a determinant. If the lapped car(s) is/are considered a hazard to other racers, it/they may be moved to the rear of the field for safety.

19. Flat Tires: If you experience a flat tire and the mechanical flag has been waved for you, or you have received RaceCeiver instructions to leave the speedway and you fail to comply with instructions given, you will no longer be scored for the remainder of the race. You will receive finishing position points only. If a driver experiences a flat tire during a feature event, the driver has a decision on whether to leave the race surface/track or to report to the designated infield work lane. If a yellow flag/light is displayed, the driver will have only 2 laps to complete a tire change after reporting to the designated infield work lane under own power. After quick repairs (tire change, putting sheet metal back in place, etc), driver must re-enter the surface/track at tail end of the field. If not ready after 2 laps and the race resumes, the driver will retire from the race and will no longer be scored. Failure to comply will lead to immediate disqualification, loss of monies, and points for the night and five negative conduct points will be assessed!

20. Dragging Bumpers: If your car has a bumper dragging on the ground and an official believes it

- could cause a problem, the mechanical flag will be displayed. You must drive to the "Hot Lane" area.
21. Car Class Changes: If any car is moved up to another class, that car must remain in that class for the remainder of the season. (Pure Stock to Super Stocks or Midwest Mod to B-mod).
 22. Excessive Smoke or Rough Driving is the Official's Call.
 23. Cars DQ'd for rough driving in heat races will finish last and DQ'd for that race only. Driver will be able to start in the B-Main or A-main event at the tail of the field as applicable by race program. DQ'd for rough driving in "B" or A-main events will lead to race disqualification and forfeiture of all points and monies earned.
 24. Failure to ALLOW CAR alignment by a track official by preventing a car from being placed in front of you will result in going to the rear of the field or being disqualified from the event and will cost the driver 5 negative points.
 25. DO NOT do donuts or celebratory actions where your car is out of control or purposefully spinning or maneuvering on the track! There are officials and vehicles on the track after races and crew and family are often making their way to victory lane, do not subject anyone to a tragedy, save your celebrations for when you get out of your car in victory lane. Violation will result in negative conduct points, no exceptions!
 26. Do not exit your car while on the track for any reason unless a life-threatening or injury situation is at hand, or an official tells you it is okay to exit your car.
 27. Do not stop on the track to talk to an official for the purpose of arguing a call, this will lead to the driver being sent to the tail of the field or disqualified per official's' discretion!

Disposal: Absolutely no dumping of oil and tires may be dumped on speedway grounds. All disposal of oil and tires is the responsibility of the driver. Violators will be fined or suspended and subject to the negative points system!

GENERAL RACING RULES:

1. Clothing: CMS always recommends highly visible clothing to be worn in the pits.
2. Drivers Clothing: Drivers must wear a minimum of a one-layer fireproof uniform, shoes, and gloves, in all car classes. It is highly recommended that a driver wears head restraint. This applies to all car classes. All helmets must carry Snell SA2015 label or newer.
3. Neck Braces: All drivers in all car classes must wear neck braces. The wearing of arm restraints is highly recommended. CMS strongly recommends a Head and Neck system.
4. General Car Safety Specifications:
 - a. All cars must have well-sealed front and rear firewalls and floorboards.
 - b. All cars must use fuel cells that are safety mounted by at least two steel straps, 2" wide around the cell. Tip-over valve and flapper are required and located in the trunk area.
 - c. Driver's head with helmet on must be a minimum of two (2) inches below the bottom of the roll bar height.
 - d. All roll cage and tubing must be equipped with safety padding.
 - e. All "weekly racing division" cars must be equipped with an approved window safety net and/or arm restraints (not sprint car style)!
 - f. No plastic wheels allowed.
 - g. No electric fuel pumps.
 - h. Drive shaft loop is required and must be constructed of at least ¼" by 2" steel equivalent; no more than six (6) inches back from the front of drive shaft. (Guest class rules must abide by their rules).
 - i. Drive shaft must be painted white.
 - j. All cars must have a kill switch located at window height behind the driver's seat. This switch must disconnect the positive line from the battery and clearly be marked on and off.
 - k. All batteries must be securely mounted, and safely covered if located inside of an open cockpit area.
 - l. Car must have a front tow hook strong enough to support the car's weight. The tow hook

needs to be attached to chassis and readily accessible to tow vehicle.

m. Racing seat belts must be a minimum of three (3) inches wide, shoulder and lap belts two (2) inches wide with crotch straps. They must be bolted to the roll cage. Belts must have a manufacturer's tag on the belt and may not be over two years old and in good condition.

n. No oil, water, or transmission coolers are allowed inside the driver's compartment.

o. For your safety, CMS recommends all cars have a working fire extinguisher.

p. All cars must have workable, four-wheel brakes. Cars cannot have a brake shut off or adjustable valve.

q. Exhaust must be mounted in such a way as to direct spent gases away from the cockpit area of the vehicle and away from areas of possible fuel spillage.

r. Fuel lines must run inside the frame area and under floorboard metal. Braided fuel lines highly recommended.

s. All cars must use a professional quality racing seat of wrap-around design. If the seat is low back, the head rest pad or bar must be located on a centerline directly behind the driver's head. No fiberglass seats.

t. Radiator overflow tube will be located between frame rails directed downward or into overflow jug.

u. Weights must be painted white and must be securely attached to chassis or cage structure with minimum two (2) each ½-inch diameter bolts. v. All rear coil springs must be tethered to the chassis with a minimum of one (1) cable. The cable must be at least 1/8-inch diameter aircraft quality, securely clamped at both ends.

5. Cars that dig into the track (not related to track conditions) resulting in large chunks of dirt to be thrown into the air will be disqualified from the event in which the damage to the surface occurred, ZERO TOLERANCE!

PIT SAFETY:

1. When performing maintenance/working on car, a minimum of two (2) jack stands must be used for and during maintenance.
2. No unrestrained pets allowed in pits! Animal must be on leash or in secured cage.
3. Each competitor must have a fire extinguisher readily available in case of fire.
4. Four-wheelers must show proof of insurance and travel at a low rate of speed: All personnel operating 4-wheelers must act responsibly. Any person violating these rules in the pits will be banned from the pits and the associated driver will be subject to the negative points system. SLOW DOWN, five (5) MPH speed limit at all times!
5. No bicycles allowed in pits!
6. Riding on race cars by anyone is always strictly prohibited. Drivers WILL NOT allow crew personnel or anyone in the pits to ride on your vehicle at any time. You will be subject to the negative points system if an official observes that you are in violation of this rule!
7. Park appropriately in the pits. Park close together but respect your pit neighbor. During special events when suspected car counts are higher, large haulers must park on the outer edges of the pit area, not in the middle island!

GENERAL CAR:

1. TIRES: No RV or truck tires are allowed in any class.
2. NUMBERS:

a. All Car Classes: Numbers must be a minimum of 14" high on both sides of the car body. On the front and back of the car, in a vertical position, minimum of 5" high numbers must be affixed on the left and right side. **NO SHINY METALLIC CAR NUMBERS WILL BE PERMITTED, WE WILL NOT SCORE YOU IF WE CANNOT READ YOUR CAR NUMBER!** All car numbers will be readable and not be shiny to the point where officials and other track personnel cannot identify them. Letters serving as car numbers are not permitted. Car

numbers **must be contrasting** in color from the rest of the car.

3. **RADIOS:**

a. Transmit, receiving, or signal devices NOT permitted other than approved RaceCeivers.

4. **STARTERS-All Classes: (Also see section RACING EVENTS OUTLINE-ORDER #9 above)**

a. All cars must have the ability to self-start during an event. On a race restart, the car must start without being pushed or pulled. All cars that require aid in restarting after a yellow incident must rejoin the event at the rear of the field.

b. Driver will retain position if car requires a push start after a red-flag delay.

c. Any car not able to start under its own power can be push started to start the race but must start at the tail of the field. One (1) lap will be allowed to get the car push started, but if the car does not fire off within the one (1) lap, the car must return to the pits. Reason for push start must be provided to track official. The reason for the car not starting under its own power must be fixed upon returning the following week. We will not push start you more than one (1) race night for not fixing the cause of the problem.

5. **COIL-OVERS:**

a. Cars equipped with coil-overs or spring sliders are not required to utilize tethers.

TECH/ INSPECTIONS:

1. Technical Officials: There will be an assigned CMS Technical Official from whom the technical decisions will be final. Tech Official(s) has/have the option to tech cars at their discretion.

2. NO Nitrous Oxide: If a car is inspected for containing a nitrous oxide system, the owner will be responsible for pulling the intake manifold; if found to be in violation (illegal), the driver shall be fined and will lose all points to date.

3. Post-Race Tech: At their discretion, CMS official(s) will inspect finishers of each feature event in a manner as previously determined/announced. If car is found to be in violation of rules (illegal), all points and purse money will be forfeited for that night. The violation must be corrected before competing again and will be subject to re-inspection upon returning to CMS.

4. Special Events: Cars may be inspected after heat races at the discretion of the tech official.

5. If the driver finishes within the pre-designated or announced "report to tech" finishing positions, driver must remain with the car until technical inspection is completed. Car and driver are allowed in the technical inspection area. The CMS Technical Inspector has final say when additional personnel are allowed and the number of personnel to accompany the inspection process.

OTHER:

1. Car and Driver must be registered with CMS. (May not apply to guest classes).

2. Drivers who are not licensed to drive on the roadways must have approval by the track owner to race at CMS. Do not assume you will be allowed to race at CMS just because you've been racing at other tracks. Drivers may be asked to turn practice laps prior to competing at CMS.

3. If your car breaks in hot laps, the driver can get into a back-up car and qualify for the night through heats. Once the driver qualifies in a backup car, he or she must stay in that car for the remainder of the night's events.

4. Once driver qualifies through heats and the car breaks down or is involved in a wreck where the car cannot continue for the night, driver may go to another driver that has qualified for the night through the heats and ask for their ride, if driver agrees you can run that car in the A or B main, whichever next event they qualified for; however, the car will start the Main (A or B) at the back of the field. **YOU CANNOT GET INTO YOUR OWN BACK UP CAR. THE CAR MUST HAVE QUALIFIED WITH A DRIVER VIA A QUALIFYING RACE.**

5. The driver must notify CMS Track Officials before the driver switch is made, failure to notify track official before switch is made will result in disqualification.

6. If the car or driver arrives late to the track and the qualifying event has not been completed, the driver may start at the back of the heat designated by a track official.

7. If all qualifying events have been run, driver may run at tail of B or A-main as directed by an official.
8. If a driver is coming out for the purpose of taking the green flag only and has no intention of completing the race laps, he or she should pull into the center of the infield immediately after passing under the flag stand or by safely exiting the track in turn two while safely returning to the pits, without impeding the race. While in the infield, the driver must stay in his/her car unless otherwise instructed.
9. No more than 4 crew personnel per car may report to the designated infield work area for tire-changing and minor car repairs. All personnel must wear a brightly colored vest with the driver's number clearly visible on the back of the vest to work on cars in the work area. **NO EXCEPTIONS!** Once work is completed on any car, crew personnel will safely exit the work area and return to where they came from prior to tending to the car.
10. Feature win teardown rules: Any car will be subject to technical inspection before, during, or after any racing event. This may include up to and removal of intake or head(s) from the engine. Engine bore, stroke, and head will be inspected. If any item fails inspection, the driver will lose all points and winnings for that event. Drivers must prove they are following all rules upon returning to compete at Central Missouri Speedway!

RAIN OUT POLICY:

1. Rain out: If all qualifying heat races are not run due to rain cancellation, the event will be a total cancellation and pit/grandstand passes will be honored at the next racing event. All qualifying records will be scrubbed.
2. Make-up Events: If all heat and/or qualifying races are run, but feature(s) are rained out, those events that could not be run or completed will be run in addition to the following race program at a scheduled time on any given week, i.e., will not run all features the following week, will schedule one a week until all have been completed. It is otherwise a complete show. Passes and grandstand tickets are not honored. The lineup for the makeup features will be set according to the previous applicable qualifying heat races and/or b-main finishes, and only those drivers that qualified for the applicable event will compete in the make-up feature.

DISPOSAL:

ABSOLUTELY NO OIL AND TIRES TO BE DUMPED ON SPEEDWAY GROUNDS. All disposal of oil and tires is the responsibility of the driver. Violators will be fined or suspended, and applicable drivers will be subject to the negative points system.

HEAT RACE NUMBER OF CARS: *(Subject to change at officials' discretion for benefit of program flow and race procedures).*

If the car count is 12 to 19, we will run heat races.

- 12 cars: 2 heats of 6
- 13 cars: 2 heats, heat one 7 cars, heat two 6 cars
- 14 cars: 2 heats of 7
- 15 cars: 2 heats, heat one 8 cars, heat two 7 cars
- 16 cars: 2 heats of eight
- 17 cars: 2 heats, heat one 9 cars, heat two 8 cars
- 18 cars: 2 heats of 9
- 19 cars: 2 heats, heat one 10 cars, heat two 9 cars

If the car count is 20 to 31, we will run three heat races.

- 20 cars: 3 heat races, heat one 7 cars, heat two 7 cars, heat three 6 cars
- 21 cars: 3 heats of 7
- 22 cars: 3 heats, heat one 8 cars, heat two 7 cars, heat three 7 cars
- 23 cars: 3 heats, heat one 8 cars, heat two 8 cars, heat three 7 cars

24 cars: 3 heats of 8
25 cars: 3 heats, heat one 9 cars, heat two 8 cars, heat three 8 cars
26 cars: 3 heats, heat one 9 cars, heat two 9 cars, heat three 8 cars
27 cars: 3 heats of 9
28 cars: 3 heats, heat one 10 cars, heat two 9 cars, heat three 9 cars
29 cars: 3 heats, heat one 10 cars, heat two 10 cars, heat three 9 cars
30 cars: 3 heats of 10
31 cars: 3 heats, heat one 11 cars, heat two 10 cars, heat three 10 cars

If the car count is 32 to 44, we will run four heat races.

32 cars: 4 heats of 8
33 cars: 4 heats, heat one 9 cars, heat two 8 cars, heat three 8 cars, heat four 8 cars
34 cars: 4 heats, heat one 9 cars, heat two 9 cars, heat three 8 cars, heat four 8 cars
35 cars: 4 heats, heat one 9 cars, heat two 9 cars, heat three 9 cars, heat four 8 cars
36 cars: 4 heats of 9
37 cars: 4 heats, heat one 10 cars, heat two 9 cars, heat three 9 cars, heat four 9 cars
38 cars: 4 heats, heat one 10 cars, heat two 10 cars, heat three 9 cars, heat four 9 cars
39 cars: 4 heats, heat one 10 cars, heat two 10 cars, heat three 10 cars, heat four 9 cars
40 cars: 4 heats of 10
41 cars: 4 heats, heat one 11 cars, heat two 10 cars, heat three 10 cars, heat four 10 cars
42 cars: 4 heats, heat one 11 cars, heat two 11 cars, heat three 10 cars, heat four 10 cars
43 cars: 4 heats, heat one 11 cars, heat two 11 cars, heat three 11 cars, heat four 10 cars
44 cars: 4 heats of 11

If there are 45 or more cars, we will break out into five (or more) heat races.