

## 2025 Track Procedures and Guidelines \* denotes change for 2025

### SPIRIT OF THE RULE

Although every effort has been directed towards complete, understandable and correct rules, PDTR can't possibly anticipate every situation, circumstance or interpretation. With this in mind, we must refer to the SPIRIT OF THE RULE. Spirit of the Rule means very simply, the intent of every rule and classification. Additional adjustments, alterations, modifications, and/or replacements not covered by written rules should NOT be assumed to be legal under the SPIRIT OF THE RULE. SPIRIT OF THE RULE will be the final criteria by which rules will be interpreted and enforced.

### RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for 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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OR OF A 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 PDTR Officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESS 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 PDTR Officials.

#### 1. DRIVER IS RESPONSIBLE

- A. Driver is responsible for anyone signing in under his/her car.
- B. Driver is responsible that car is legal (Complies with division specifications).
- C. Drivers in all divisions will be using one way radios and must be used whenever car is on the track.
- D. The driver is the sole spokesperson for his/her car owner and pit crew in any and all matters, and must talk with a track official in charge regarding the matter at hand. If car owner or pit crew refuse to comply with this rule, disqualification from the event (that night race program) will be enforced.
- E. Drivers and pit crews should not enter another pit stall as they risk penalty.

#### 2. DRIVERS MEETING

- A. Mandatory attendance for Driver or Car Representative
- B. Meeting will begin 1 hour prior to opening ceremonies or at discretion of race officials.

#### 3. ROTATION

- A. Class rotation will be determined by Race Committee.

#### 4. INEXPERIENCED DRIVERS

- A. Rookie drivers must not have participated in more than 5 events previously to be eligible for Rookie of the Year. Rookie of the year points can only be earned by the rookie driver.
- B. Drivers who have never raced before or are new to the division they are in, will display a rookie streamer on their car for the first three nights they race.
- C. They will be asked to start last in all races they are scheduled to participate in for three nights.
- D. It will be the Race Committees option to waive the above requirements.

#### 5. TRACK PACKING

- A. ALL cars must assist in track packing (unless track officials designate others)
- B. Failure to pack track results in driver starting at the rear of all races.

#### 6. \* LINEUPS

- A. \* Heat Race Lineups

Each driver or a representative will draw to determine line up of heat races. **Pill draw closes 15 minutes prior to drivers meeting, typically 3:45 or 4:45 pm.**

Lineups when qualifying: Qualifying will be done during hot laps. Cars must hot lap in their respective heat race group, which is determined by pill draw. It is the driver's responsibility to make sure transponders are charged and mounted. If a car fails to get a time or misses their session, those cars will be placed at the rear of their heat. Heat races are lined up based on qualifying times in each heat race group, inverting three for late models and four for sprints

## B Mods & Grand Nationals

First night, all drivers draw for heats. Qualifiers redraw for starting positions. One heat - 5 redraw; two or five heats – 10 redraw; three, four or six heats – 12 redraw.

For all future track points nights scheduled for the season, heats are lined up by driver's three – event PDTR point average, stagger inverted, lowest point average to front, highest point average to rear. Point averages are figured by driver's average PDTR points earned in driver's three most recent appearances in weekly points events at the track starting with one night. New drivers carrying no point average start at the rear. Two or more drivers having no average or same point average will be lined up at discretion of officials.

### B. \* Heat races:

Two heats when 16 cars or less  
Three heats when 17-24 cars  
Four heats when 25-32 cars  
Five heats when 33 or more cars

Heat race duration:

8 laps for all divisions

### C. \* B-Main Lineup

1. Single B-Main format when there are 32 or less cars. Two B Mains when 33 or more cars.

*Sprints / Late Models* - Cars are lined up according to passing points, most passing points starts on the pole.

*Grand Nationals & B Mods* - Cars are lined up straight up from heats with highest finishers to front.

All B Mains will be twelve laps.

### D. \* A-Main Lineup

1. *Sprints* -22 cars. Top 16 cars in total passing points will make up the front 8 rows. Most passing points start on the pole. A dice roll will determine either a four, six, or eight car invert. B Main transfer cars will fill in the rear in the order they finish. Tie breaker will be determined by qualifying time.

*Late Models* - 20 cars. Top 16 cars in total passing points will make up the front 8 rows. Most passing points start on the pole. NO INVERT. B Main transfer cars will fill in the rear in the order they finish. The number of cars transferring to the A Main will be determined by total car count and number of heats.

*Grand Nationals and B Mods* – When one heat is run, top five qualifiers will be inverted for feature lineup according to three – event PDTR point average. When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to three – event PDTR point average. When three, four or six heats are run, top twelve qualifiers will be inverted for feature according to three – event PDTR point average. PDTR reserves the right to relocate a driver from an invert position to the rear of the field if deemed necessary for the safety and well-being of all involved. Remainder of “A” feature is lined up straight up from heats and / or “B” features. A driver that qualifies but has no point average shall be lined up in last invert position. Should there be more than one driver with no point average, positions will be lined up at discretion of officials. Driver does not lose point average for missing any race nights. Once driver establishes point average, the driver maintains a point average for remainder of the season.

A Mains will be 25 laps for Sprints, Grand Nationals, and B Mods. 30 laps for Late Models. Number of cars or number of laps in any A Main may be changed at official's discretion.

### E. Race Time Limit

1. All heat races and B Mains will have a time limit, one minute per scheduled lap. All A Mains will have a 20 minute time limit.

7. PASSING THE PACE VEHICLE

- A. Cars may not pass the pace vehicle or the front row of cars unless directed by the race official. Violators may be sent to the rear of the field. Cars entering the track from behind the wall on the front stretch, shall not pass the pace car before the pace car reaches turn one.

8. STARTS (Initial startup)

- A. The leaders will bring the field to a designated spot (cone, white line, etc.,) exiting the fourth turn at a moderate pace. NOSE TO TAIL. When the leaders reach the designated spot the rows need to be even and the remainder of the field NOSE TO TAIL! When this spot is reached the flagman will wave the green flag, the race is underway, and cars may start passing.
- B. If a start is waived off on the initial start, for timing purposes the clock will be reset on the next start.

9. LINEUP FOR RESTARTS

- A. When the yellow flag is waved, pull up to the car directly in front of you, whether it be lapped or not, and form a single file line, nose to tail.
- B. Failure to get into a single file line so the officials and scorers can check or realign the field, or passing on the yellow may result in driver being sent to the rear of the field.
- C. The flagman/corner worker will signal one to go and the drivers will form up double file. The leader starts alone in the front row.

\* REALIGNING CARS

- D. A split scoring system will be used. In the instance there is a caution after the leader has crossed the scoring line, split scoring will be used: those cars that crossed the scoring line before the caution will be scored in the manner in which they crossed the scoring line. Those cars that have not yet crossed the scoring line at the time of the caution will be scored in their position in which they crossed the scoring line on the previous lap.
- E. \* The Leader starts alone in the front row. Second place driver chooses inside or outside of second row. A cone exiting turn four will be the restarting line.
- F. All Divisions  
All lapped cars will go to the rear of the field on any restart and will remain on the lead lap if not down more than one lap.

10. RESTARTS

- A. As the leader exits the fourth turn on that lap he may fully accelerate.
- B. No on-and-off the gas tactics. NO BRAKE CHECKS.
- C. Once the leader passes the cone, the entire track is green and cars may start passing. All cars must pass the cone on the outside.
- D. Heats & B-Mains: If the yellow flag is thrown on the white flag lap, there will be one attempt at a green/white/checkered single file restart.
- E. A-Mains: If the yellow flag is waved on the last five laps of the A Main, restarts will be single file. If the yellow flag is waved on the white flag lap of the A-Main, there will be one attempt at a green/white/checkered finish. This will be a single file restart. The one attempt will start when the lead car takes the green flag.
- F. Single File Restarts: A restart cone will be placed on the front stretch. All cars need to go single file on the outside of the cone before passing cars. Anyone knocking the cone down, going inside the cone, or passing before the cone will be penalized 2 positions for the infraction and/or 2 positions for every car passed by doing so.
- G. A single file restart may be implemented at any time by officials

11. JUMPING STARTS/RESTARTS

- A. On the races initial start, if in official's judgment the front row car or cars are out of position, a yellow will be displayed, after the green and a warning given to offender. Then any car judged by the officials to have jumped the start will be moved back one row. A second violation will put the car to the rear of the field, and a third violation the car will be sent to the pits. The pole car sets the pace.
- B. Any other car not in proper position in officials judgment will be penalized a minimum of two positions plus one position for each position gained over one. This penalty will be imposed on the next yellow or red flag. If there is no flag after penalty, then it will be enforced at the end of the race. SECOND OFFENSE: If a driver who has already been penalized for jumping a start does so again on a later restart, they will receive the same penalty as stated above.
- C. Officials have the right to stop a race and immediately send offender/s to the back of the field.
- D. With 5 or less laps remaining in the A-Main, the race will be stopped and the offender/s sent to the back of the field.

12. MOVE-OVER FLAG

- A. Hold your line.

13. ON TRACK PROTESTS

- A. Any driver who stops his/her car on the track to protest or initiate an argument will be disqualified for that race.

14. DRIVER/CAR SWAPPING

- A. If a car is scratched after the pill draw a driver may drive another car and will start at the rear of the heat he was scheduled to race in.
- B. The original car that was signed in will then be scratched for the remainder of the night.
- C. If a car is scratched after the heat race, a driver may drive another car and will start at the rear of a "B" Main. If there is no "B" Main, the driver will start at the rear of the "A" Main.
- D. Once the initial green flag of any race waves, even if a yellow or red flag comes out prior to completing a lap, no car/driver changes will be allowed for that particular race.
- E. Whatever car is used for hot lapping is the car that must be raced. If that car is not used it is considered scratched. (Revert to rule "A")

15. SPIN-OUT RULE

SPRINTS

- A. Any driver causing two unassisted yellows/reds in any race will be sent to the pits, but will be scored and receive points for its finishing position as if it had dropped out of the race at that time. Two unassisted yellows in qualifying will disqualify the car from that event. The car will keep any times earned.

LATE MODEL, GRAND NATIONAL and B MOD

- B. The car/cars causing the race to be stopped shall restart at the tail of the field. \*\*This does not apply to a driver who spins out to avoid a wreck. They would then get their position back, this determination will be made by the race officials. Any car that is involved in two unassisted yellow flags will be sent to the pits, but will be scored and receive points for its finishing position as if it had dropped out of the race at that time.

**\*\*\*\* Track officials may invoke a one spin rule if necessary at anytime in any division \*\*\*\***

16. 360 SPIN (Sprints)

- A. When a car does a 360 spin the yellow flag will be waved. All other cars should immediately get behind the car they were following and watch for starters signal to line up two-wide except for the race leader. If this occurs on the first lap original line up will remain with the spinning car at the tail of the field. The spinning car will always be restarted at the rear. If the Spinning car is running at the tail of the field and presents no danger to any other car the race will not be stopped.

17. ONE PUSH OFF PER RACE (Sprints)

- A. You are allowed one push-off prior to the start, or restart of any race. If you require a second push-off, you will go to the tail.

18. WORKING ON CARS IN STAGING

- A. Up to two crew members may be with a car in staging and may work on the cars. Any car not ready to go when the race leaves staging will go to the back.

19. NO WORKING ON CARS ON THE TRACK DURING RED FLAG (Sprints)

- A. If a "refueled red" has been declared, two persons per car are allowed on track.
- B. No 4-wheelers on the track.
- C. Driver must remain in car during red unless told by track official.
- D. Violation will result in the car being disqualified for that race.

20. WORKING ON CARS DURING RED FLAG (Late Models, Grand Nationals and B Mods)

- A. No working on car on the track. Work on car may begin as soon as car is returned to the pit area.
- B. Cars in pit area may be repaired under the red flag but the race will not be delayed.

21. CREW MEMBERS NOT ALLOWED ON THE TRACK

- A. Crew members may NOT go onto the track at any time without permission from race official. If they do, the car will be disqualified from that race.

22. RETURN FROM PITS

- A. (All Divisions) Must restart at the tail.
- B. (All Divisions) A car on its side or rolls-over cannot restart that same race unless given the OK by an authorized race official.
- C. (Grand Nationals, Late Model and B Mod Cars can't come out of pits after race has returned to green unless race officials approve.
- D. (Grand Nationals, Late Model and B Mods) If a car is taken to the pit area during a yellow or red, the car may be worked on but the race will not be delayed awaiting its return.
- E. (Sprints) During the "B" Main and "A" Main two minutes in the work area will be granted to any car/cars causing or being involved in a race stopping incident. However the work area will be closed the last 5 laps

of any race. The two minute clock starts when the car, or last car in multiple car incident, arrives in the work area or when the lineup is deemed correct by official scorers, whichever occurs last. The work must be completed within the two minutes and appear safe for restarting in the opinion of work area official. Any car returning to a race from the work area which purposely causes its own yellow in hopes of returning to the work area to further repair car will not be allowed to restart. If the work area clock has been started, and another car should enter then work area, that additional car/cars will not be given two minutes of its own, but only be granted the remaining clock time of the original work area car as it is not that cars yellow. There is no work area clock prior to the initial start of any race. Cars must be ready to start race when tower and flagman are ready.

23. WORK AREA ( All Divisions)

- A. Self starting cars that need work should be taken to their pit stall. When ready to return to the race, cars should be brought to turn four and will be sent out at the discretion of race officials. The designated work area for Sprint Cars is the area off turn four, this is the only area where cars may be pushed off.

24. STOP ON RED FLAG

- A. All cars must stop immediately upon display of the red flag or light. Any car passing an accident location under red flag conditions will be disqualified from the remainder of the race and/or event. (Race officials will determine if the car could have stopped).
- B. No cars can go to the pits while the race is under red. When the flagman turns the lights to yellow and red, cars may go to the work area, and can be worked on. Yellow will be displayed when officials determine it is safe to permit cars/push trucks to move.

25. DRIVING IN PITS

- A. Failure to drive at a reasonable speed may result in disqualification from that race or remaining races scheduled for that event.

26. SUBSTITUTE DRIVERS

- A. Substitute driver should be reported to officials at pill draw or before so driver safety equipment can be inspected.

27. DRIVERS MUST REMAIN BY THEIR CAR

- A. Drivers must remain by their car unless instructed otherwise by a PDTR official or member of the safety crew during a red or yellow situation. Exception being in event of a fire or situation would endanger their safety. Failure to comply will result in driver being disqualified from that race.

28. PUSH TRUCK INCIDENT

- A. In the event a car receives damage from a push truck, they will receive five minutes in the work area to make repairs and get their spot back in the line-up. The rest of the field will be red flagged.

## RULES ENFORCEMENT AND VIOLATIONS

### 1. MAJOR VIOLATION

#### GRAND NATIONALS AND B MODS

- A. Involves engine, driveline, frame and tires
- B. Driver and car will lose all season points and that nights pay.
- C. A second major will result in loss of all season points, that nights pay, and suspension for remainder of the calendar season.

#### SPRINTS

- D. Involves engine, driveline, wheels and tires If engine seals are missing car will forfeit that nights pay and points. If seals are damaged, tec inspectors will determine if they were damaged during the race or were tampered with. If tampered with car will forfeit that events points and pay.
- E. Driver and car will lose all season points and that nights pay.
- F. A second major will result in loss of all season points, that nights pay, and suspension for remainder of the calendar season.

#### LATE MODELS

- G. Involves engine and tires
- H. Driver and car will lose all season points and that nights pay.
- I. A second major will result in loss of all season points, that nights pay, and suspension for remainder of the calendar season.

## ALL DIVISIONS

- J. Loss of weights or muffler will result in disqualification from that race.

### 2. MINOR VIOLATION ALL DIVISIONS

- A. Must be corrected by next race and OK'd by inspector.
- B. Two minor violations for the same reason during one season will become a major violation.

### 3. DISQUALIFICATIONS

- A. Any driver/car disqualified from a heat race or B-Main will be scored last and receive no points.
- B. The driver/car can transfer to the next race and start as scheduled from that position.
- C. If the disqualification is the result of rough/unsafe driving, the driver/car may be disqualified for the remainder of the event at the discretion of race officials.
- D. When a driver/car is disqualified from an A-Main for any reason, the remaining drivers/cars will be scored in the position they finish, they will NOT move up. Pay and points will remain the same.

### 4. CAR INSPECTIONS

- A. Designated inspector (s) have option to inspect any car at random from any race.
- B. (Sprints) A-Main winner each night plus two other cars from the top ten.

### 5. WEIGHT/TECH

- A. The following cars will be weighed/teched
  - 1. Heats, top 3
  - 2. B Main, all transfer cars
  - 3. A Main, top 5
- B. Scale will be at track
- C. Car will be weighed with driver
- D. Authorized officials may weigh any car at any time.
- E. Cars designated and/or directed to scale/tech area must go directly to the scale/tech area. Failure to report to scales/tech will result in disqualification for the event(that nights program) and receive no points or pay.
- F. Damaged cars: cars can pushed or taken on a hook to the scale unless the car physically can't be placed on the scale, it will be weighed along with any parts picked up that were on the car prior to the incident.
- G. Car may cross the scale three times. Twice as directed by scale official. Once by drivers choice.
- H. If a car weighs light after qualifying it will start at the rear of its heat race. If a car weighs light after a heat race it shall be disqualified from that race and start last in the B Main. If a car is light following a B Main or A Main it is disqualified for the event (that nights program) and receive no points or pay.
- I. Failure to weigh car will result in disqualification from that race or event.
- J. Sprints
  - 1. Minimum weight is 1575 pounds
- K. Late Models
  - 1. Minimum weight is as published in Late Model Rules.
  - 2. Write car class and minimum weight on both sides of car

### 6. PROTESTS

- A. None
- B. PDTR will not review any taped video of any races brought forward from any individual in an attempt to change any decision made.

### 7. FIGHTING (Anywhere on fair park property)

- A. The instigator (person who strikes the first blow or physically assaults another person) will be suspended for a number of race dates determined by PDTR officials (rainouts do not count) and forfeit any money/points earned that night. Anyone else involved may be subject to the same penalties at the discretion of race officials.
- B. If pay-out has already been made prior to incident, it must be returned before you will be allowed to compete again.
- C. Drivers and car owners are responsible for their crews.
- D. Second offense will result in 12-month suspension to date.

### 8. UNSPORTSMANLIKE CONDUCT

- A. Anyone who assaults or threatens any track official or competitor.
- B. Any displays of anger using obscene gestures or language in front of spectators, sponsors or track officials.
- C. Violation will result in loss of money/points for the race night. Suspension may result for one or more race nights (to be determined by race committee).

### 9. ATV'S/MOTOR SCOOTERS IN THE PITS

- A. Drivers must be at least 12 years old.

- B. Excessive speeds or dangerous maneuvers are not allowed.
  - C. ATV's/Scooters should never be driven anywhere on the Fair Park grounds except in the pits
  - D. ATV /Scooters must not be driven anywhere on the premises after the race program is complete except to push a race car.
  - E. ATV's/Scooters must have their headlights on when moving in the pits.
  - F. Violation of these rules will result in a warning. If a second offense occurs, the race team will be prohibited from using an ATV for the remainder of the season.
10. RIDING ON RACE CARS A. The only person permitted to ride in or on race cars is the driver. NO PASSENGERS
11. INJURIES
- A. All injuries must be reported to a PDTR Official prior to leaving the race premises. Track insurance will not cover any unreported injuries.
  - B. A driver involved in a rollover, or severe accident, must be checked by ambulance staff inside the ambulance and can not return to racing until cleared by ambulance staff.
12. PAYOUT
- A. A completed driver information sheet must be submitted with required information before a check will be issued.
  - B. If a driver finishes all scheduled laps of the heat race and qualifies for the "A" Main, then scratches before starting the "A" Main, driver will receive "B" Main pay.
  - C. If a driver transfers from the "B" Main to the "A" Main but scratches before starting the "A" Main, driver will receive "B" Main pay.
13. VICTORY LANE
- A. Pictures and interviews will be done with the driver at the completion of their respective race. Winners are invited back at the end of the night for more photos with their family and crew.

## POINTS

1. ALL DIVISIONS
- A. Points are awarded to the car/car number. Either the driver or their car needs to compete to receive the points. There is no limit as to the number of times a substitute driver can be used.
2. \* Sprints, Late Model, Grand National and B Mods: 82 possible points per night: 64 A-Main, 8 heat, 10 appearance/show points. Sprints and Late Models will receive additional points for qualifying.
- A. \* Qualifying: fast qualifier 7 points, 2nd 5 points, 3rd 4 points, 4th 3 points, 5<sup>th</sup> 2 points and 6<sup>th</sup> 1 point.
  - B. Appearance/show 10 points for appearance and one lap in a race.
  - C. Heats: All positions receive points.
  - D. B and C-Mains: Only cars not transferring receive points.
  - E. All cars receive points. An A-Main car that misses the line-up will receive points and pay earned in the previous race/s they competed in.
  - F. There will be no bumping up in points due to disqualification of a driver/car after a race.
  - G. When an event is declared a rain-out at or after the drivers meeting, every driver in attendance will receive 30 appearance points and the event will count towards season attendance.
  - H. If a car is scratched after a heat race, driver will receive 10 show points and the points earned in their heat race.
3. PASSING POINTS
- A. Heat race winners receive 55 points, 52 points are awarded for 2nd, 49 for 3rd, and so on. In addition, competitors are awarded 2 points for each spot they gain from their assigned starting spot and will be penalized 2 points for each spot they lose from their assigned starting spot. (the assigned starting spot is where they were on the original green flag start). So, if someone starts 8th in their heat and finishes 2nd they earn 64 points (52 for finishing 2nd plus 12 for moving up six spots).
  - B. \* Tie point totals are decided by qualifying time.
  - C. If a driver does not start or is disqualified in their heat race, they will receive no passing points. If a driver starts their heat race, but does not take the checkered flag they receive one passing point.
4. INCOMPLETE RACE
- A. In the event an A Main is stopped before completing ten laps, the points and pay will be divided equally between all drivers who started the race. If ten or more laps are completed the drivers will be scored and paid in the position they finish.
  - B. In event an A-Main is not started at all, points and pay will be equally divided.
5. COMPLETED RACE
- A. The race is completed after the race leaders and others cross the start finish line.
  - B. If a yellow or red flag comes out after the race leader has taken the checkered flag. All cars that have taken the checkered are scored in the order they crossed the start/finish line. All other cars are scored in the position they were at the end of the previous scored lap. Car or cars that caused the yellow/red flag will be scored at the end of the previous completed lap.

## DRIVER APPAREL, SAFETY EQUIPMENT

1. Helmets - All Drivers will be required to use a Snell SA2015 or newer.
2. Apparel/Equipment
  - A. Late Models and Sprints
    1. SEAT BELTS: Each car will be equipped with a minimum of an SFI 16.5 or SFI 16.1 approved restraint system, and not be more than 2 years old. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. Seat belt material should not be allowed to come in contact with any sharp or metal edge, including when the belt passes through the seat.
    2. Flame retardant driver suit (2 layer) required (SFI -5 is the recommended minimum)
    3. Flame retardant gloves and shoes are required. (Nomex recommended) Nomex underwear, headsock, shirt, and socks are strongly recommended
    4. Late Models must have either an approved window net or driver must use arm restraints which must be worn properly. Neck collars or head and neck restraint system are highly recommended
    5. Sprints: Arm restraints and head and neck restraint system are mandatory. Devices should meet SFI specs and be installed and used per manufacturers instructions.
  - B. Grand Nationals and B Mods
    1. Mandatory 5 point racing belts required. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. Seat belt material should not be allowed to come in contact with any sharp or metal edge, including when the belt passes through the seat. Belts should not be more than three (3) years old.
    2. Flame retardant drivers suit is required (2 layer or 1 layer with Nomex underwear), (SFI-5 is the recommended minimum).
    3. Flame retardant shoes and gloves are required. (Nomex recommended )
    4. Window net required for Grand Nationals and B Mods
    5. Neck collar or head and neck restraint system highly recommended.
  - C. All safety equipment is subject to the discretion of PDTR.

## OTHER

1. Season awards will be based on a minimum of 75% attendance.
2. Rookie of the Year: Driver must have participated in at least 75% of PDTR programs. If driver has participated in less than 5 events, he/she will be eligible for Rookie of the Year award the following season.
3. If the racing is cancelled before all heats and B-Mains are complete no pay will be awarded and rain checks will be issued to drivers and fans. Once all heats and B-Mains are finished the night is considered complete and no rain checks will be issued.
4. Any check written by PDTR will be void after 180 days from issue date.
5. Use of drones anywhere on fair park property is prohibited without prior approval of race committee
6. TRANSPONDERS
  - A. Transponders are required on all race cars. It is the drivers responsibility to make sure the transponder in the correct placement and secured. \*\*\*See division rules for proper placement. NOTE: No metal of any kind can be between transponder and track. Transponder pouch should be placed horizontally with no obstructions between the pouch and the ground. If transponder pouch is mounted to round tube frame components with nylon ties, secure the transponder pouch so that it can not spin from its horizontal position.
  - B. Drivers not returning rented transponders the same night will be charged double to rent one at the next event.
7. AGE REQUIREMENTS
  - A. B Mod - 14 years
  - B. Grand National - 14 years
  - C. Late Model - 16 years
  - D. Sprint - 16 years (14 year old may be allowed to drive with a written resume summarizing the drivers previous experience in some type of open wheel sprint car. Experience must be verifiable. Resume must be signed by both parents and will be forwarded to PDTR's insurance carrier for approval.