



2024 Track Rules & Procedures

1. Registration.

A. All drivers are required to check in at the registration table under the tech shed to register the car and driver for that race. You must register your car prior to the car taking to the speedway.

B. There are no registration fees unless otherwise posted for a special event, outside of drivers running multiple classes. If you race in multiple classes, you must pay a \$25 registration fee for each additional class you compete in.

2. Raceceiver & Transponders

A. All drivers or spotter in classes that run radios must wear a Raceceiver radio. If you do not own one, they are available for rent. Failure to run a Raceceiver could result in a disqualification if your failure to follow the Race Directors instructions causes a delay in the racing program.

B. A change for 2024, all drivers (or drivers spotter) MUST wear a Raceceiver during qualifying and not just the race.

C. All drivers must run a Westhold transponder. Transponders are available for rent if a driver does not have one.

3. Lining Up For Practice, Qualifying & Race

A. It is the drivers responsibility to have their car in the lineup chute for their practice session, qualifying session, and race. An order of events will be posted ahead of the race. We will also make announcements over the pit PA system.

B. The tracks policy is we will not wait for a car unless a driver ran in the previous race. In that situation, we will give the driver time to get buckled into their car. If the next race is lined up and ready, it will roll onto the track. If you roll to the gate once the field is on track, but prior to the one to go, you can join the race but will start from the tail.

C. For qualifying sessions, once all qualifying groups have ran, the qualifying session is complete. If you are not to the lineup chute in time to get in a qualifying group, you will not be able to qualify.

4. Race Line-Ups

A. The fastest qualifier in each division will draw for an invert. If there are 9 or less cars in the class, the fast qualifier will draw for an invert between 1-4, with 1 being a heads up start. If there are 10 or more cars in the class, the fast qualifier will draw for an invert between 1-5, with 1 being a heads up start.

B. Rule 4.A above does not apply to the Legends Car Pro division to start the 2024 season. Speedway management reserves the right to reverse this rule and apply Rule 4.A to the division, but must give notice prior to the qualifying session that it is doing so.

C. The speedways intent is to qualify each class for each race. Should weather or any circumstance intervene that delays the order of events, speedway management reserves the right to go to a pill draw start in each division.

D. The speedway reserves the right to modify rule 4.A, but must do so and make this known prior to the event.

5. Competition Caution

A. If there has not been a caution prior to the halfway lap of the race, there will be a competition caution thrown at the halfway lap (lap 13 of a 25 lap race).

B. If a caution comes out prior to the halfway lap, there will be no competition caution. Cautions on lap one will not count towards this.

C. The speedway reserves the right to modify this rule, but must do so and make known prior to the event.

6. Choose Rule

A. The track will utilize the choose rule restart for each restart before the 5 lap to go mark. If there is a restart with 5 or less laps to go, the restart will be single file.

B. Drivers will choose when given the signal to choose by the Race Director and Track Officials at the Choose Cone and Mark past the flagstand. Drivers will choose which lane they want to restart in. If there are 8 or more cars, the choose will come with 2 to go. If there are 7 or less cars, the choose will come with 1 to go.

C. Drivers sent to the tail from the previous caution and drivers who pit will not be allowed to choose and must stay in their position in the inside line. Drivers on the lead lap sent to the tail or drivers who pit on the lead lap will start in front of lapped down cars.

D. Lapped down cars will start behind lead lap cars and will not be allowed to choose, they must maintain their position on the inside line.

7. Starts & Restarts

A. All race starts and restarts will take place at the Tri-State Stoneworks Restart Zone in turn 4. Drivers must wait to fire in that zone.

B. The leader starts the race and must fire first.

C. A false start will occur if the leader fires before the restart zone or if the outside front row fires before the leader.

D. A driver charged with a false start will be given one warning in the race. The second false start in a race will penalize the driver 2 rows.

E. Following a false start, each driver is to stay in their choose position, except for a penalty car. The tower will be writing down the choose order to have the lineup. If it is a race with a large car count where this isn't possible, we will choose again after a false start.

F. No laying back and getting a run allowed on restarts. If you lay back and get a run to pass cars on the high side, you will be penalized to the tail of the next restart or the lead laps cars in the finishing order if no caution occurs.

G. No passing allowed until you pass the start finish line, unless it is to avoid an accident due to a car sideways/off the pace.

H. Absolutely no brake checking allowed. There will not be a warning for this. If you brake check, you automatically go back two rows.

I. If a caution flag occurs on the final lap, the restart will be a green-white-checked restart.

J. The leader must maintain a reasonable pace speed. This doesn't mean a fast pace, this doesn't a slow pace. It means a reasonable pace. A driver violating this rule will be given a warning over the Raceceiver. Failure to heed the warning will result in being placed back one row.

8. Spinner-Spinnee Rule

A. Ona Speedway will utilize the Spinner-Spinnee rule, meaning both cars involved in the caution will be charged with the caution and go to the tail.

B. If it is 100% clear that one car wrecked another car, then rough driving will be called on the car that wrecked the other car and that driver will go to the tail and the car wrecked will get their position back. Otherwise, all racing incidents or incidents where it's unclear which car caused the accident or both cars have some blame in the incident (Example: Car ahead is blocking aggressively and gets contact from car behind) will see the Spinner-Spinnee rule utilized with both cars going to the tail.

C. Drivers charged with the caution in a Spinner-Spinnee rule can choose to tapout and take blame for the incident. To tapout, the driver should stop by the start/finish line and tap the top of their roof to signify this. In this case, the driver taking blame will go to the tail and the other driver will receive their spot back.

D. If a driver is charged with three cautions in one feature race, they will be done for the race.

9. First Lap Cautions

A. If a caution occurs on the first lap, then there will be a complete double file restart.

B. After two attempts of starting or restarting a race with a caution thrown before a lap is complete, the race will see a single-file restart on the third attempt.

10. Pitting Under Caution

A. Drivers in all divisions are allowed to pit under caution.

B. The designated hot pit area will be in the blacktop area behind the pit gate and pit bleachers. Crews are to have their equipment staged in the area behind the pit bleachers for a pit stop. If you drive past the designated hot pit area into the pit area, you will be deemed out of the race.

C. Once into the hot pit area, you will receive 2 minutes to complete the pit stop. Within the 2 minute period, you must be rolled back to the pit gate. Once 2 minutes have passed, the gate will be locked and you will not be able to resume the race until the next caution period.

D. Drivers must remain in their car the entire time during the pit stop. If a driver gets out of their car, they will be deemed out of the race.

11. Getting Out Of Car Under Yellow or Red Flag

A. If you stop during a yellow flag or red flag period and get out of your car, you will have to go to the tail on the restart and not be allowed to choose. The only exception to this rule is if the Race Director approves all competitors to get out of car in a situation where there is an extended red flag.

B. If you get out of the car under a yellow or red flag and have a confrontation with another driver or track official, you will be disqualified for the race.

12. Racing Etiquette/Race Conduct

A. Drivers are to race fellow competitors with respect. Aggressive chop blocking, excessive contact, and brake checking are all things that break this etiquette and cause accidents. If any of this happens during a race, the Race Director will issue a warning. Following the warning if it continues, the Race Director reserves the right to enforce a penalty on the offending car.

B. In no case is a driver to use a car as a weapon. Doing so will result in one or all of the following: a loss of points, loss of purse money, fines, suspensions.

C. Fighting is strictly prohibited. Verbal abuse towards track officials is strictly prohibited. Doing so can result in one or all of the following based upon the severity: a loss of points, loss of purse money, fines, suspensions.

D. No driver is to operate a race car under the influence of drugs or alcohol. Random drug/alcohol tests can be performed. A driver found in violation will not be able to compete for that night and faces future suspensions.

E. No driver or crew member is allowed past the pit gate fencing, allowed on track, or allowed in the press box to argue a call on track. Doing so will result in a disqualification and loss of points and purse money for the night. Drivers are responsible for their crew members.

F. Over the course of every racing season, calls will happen that a driver disagrees with the track on. These calls are to be discussed with the Track Promoter in a respectful manner. Going to a track official in the heat of the moment in an aggressive manner is not the way to handle this situation.

13. Legends Car Bumper Rule

A. In accordance with INEX rules, it is up to the tracks discretion to black flag a car for lack of having a rear bumper. Ona Speedways enforcement of the rule will be if a bumper falls off the car without the result of contact, the car will be disqualified for the race. If the bumper falls off the car as a result of contact, the car can continue the race.

B. A change for the 2024 season, if a car that had a bumper fall off during the race as a result of contact is involved in a caution where the car behind hit them, that car will automatically go to the tail as the lack of a bumper makes it easier for that car to spin. Whether the car behind goes to the tail as well or gets their position back will be a judgement call based upon the severity of the contact.

14. Legends Car Class Split

A. Ona Speedway will split the Legends Car Pro and Semi-Pro class based on the tracks discretion to create two equal classes. The track will release the class roster based upon pre-entries prior to the first race.

B. If a car joins the field later in the season, is an out of town car, or is not pre-entered, they will be placed into a class on raceday. Track management will determine their class placement based upon experience level, speed, and previous results at other speedways.

C. The top 2 points finishers in the Legends Car Semi-Pro class will automatically go to the Legends Car Pro class the next season.

D. New for 2024, there is no win limit rule in the Legends Car Semi-Pro class to send a driver to the Pro class that season. Once you are in the Semi-Pro class to start the year, you will stay in that class all season.

E. If a total of 12 or less Legends Cars are entered for a race between the two classes, the field will be combined into one race for that event and will race under the Legends Car Pro payout. While the field will race as one and be scored in the results as one, each class will be scored separately with their points. There will be 1st, 2nd, 3rd and so on in points in the Pro class and 1st, 2nd, 3rd, and so on in points in the Semi-Pro class. Based upon the 2024 pre entry list, the track does not foresee there being a race with 12 or less cars in the class this year, this rule is just in place in the event that does happen.

15. Leaking Fluids On Track/Smoking

A. Drivers that are leaking fluid on track are expected to exit the racing surface as quickly as possible.

B. If it is questionable whether smoke is from a fluid leak or a tire rub, track officials will throw a caution to check the car. If the car is checked and deemed safe, the car can continue without going to the tail.

C. If a car is clearly leaking fluid, they will be shown the black flag from the flagman and given the black flag over the Raceceiver and expected to pull into the infield. If the driver does not heed the black flag and a caution flag has to be thrown to get the car off the track, the driver will be disqualified and forfeit points and purse money.

16. Tech Procedures

A. During qualifying, three random cars in each class will be chosen to stop at the scales and weigh after their qualifying lap. The driver will be told this over the Raceceiver and a track official will stop and tell the driver as well. Failure to stop and weigh or weighing under the weight limit will get your qualifying lap disallowed.

B. Following each feature race, the top three drivers must report to the scales to be weighed and go through tech. Failure to pass tech will result in a disqualification and loss of points and purse money.

C. Each car is subject to pre-race tech at any time on any part of the car per the Tech Director or Track Promoter's discretion. These random, unannounced pre-race techs will take place throughout the season to keep competitors in line with the rules. Failing pre-race tech will prevent the car from racing until the issue is corrected. Failure to allow the Tech Director to tech your car will result in a disqualification.

D. Drivers and crew members are expected to be respectful during the tech process. The speedways goal in doing tech is to provide a fair racing environment for each competitor. Read the rules and ask questions if you feel something is in a grey area. Otherwise, the rules are black and white and it is your responsibility to have your car within those rules.

17. Points Structure

A. Each race in 2024 will be a points race for all classes with the following exceptions:

- October 19th Trick or Treat Night for all classes.
- The Midwest Modified Tour race for the Modifieds.
- The Vores Compact Touring Series race for the UCAR's.

B. The fast qualifier in each class will receive 1 bonus point.

C. The feature points structure is 25 points for a win, 23 points for second, 22 points for third, and a one point drop for each position on through the field.

D. If you come on track and attempt to start the race but are unable to start the race, you will be scored for the last position and receive last place points, whatever last position would be in that race based on the car count.

18. Late Model, Modified, Street Stock Tire Limit Rules

A, All new tires must be purchased from the track and scanned into your tire bank at the time of purchase. No new tire sale returns will be allowed.

B. Each car will be permitted 5 new tires their first race they compete at Ona during the season. The 5th tire allows for a spare to be used in case of a flat tire during the race the first night and also an additional tire in that cars tire bank.

C. Each car will be permitted to purchase up to 2 new tires max each race after their first race. YOU MUST COMPETE IN THAT RACE BEFORE YOU CAN PURCHASE ADDITIONAL TIRES. If you purchase

tires for that week's race and don't race, you CANNOT purchase tires until you have ran one race after purchasing those tires.

D. If teams have new tires purchased from last season, or have used tires from last season they want to use, they can be scanned in and registered to that cars tire bank instead of purchasing new tires. The policy remains the same however, 5 tires whether new or used can be scanned in and registered for that cars first race and then 2 tires new or used each race that car competes in. It is the drivers responsibility to come to the tire shed and register their used tires before qualifying. (Do not have to bring car, just need to make official aware to come to your pit to scan).

E. Each tire used in competition must be scanned and registered in that cars tire bank. No swapping between cars. Teams must ensure their tires are scanned in with the tire official at the tire building prior to qualifying. Tires will be scanned and checked before qualifying and the race to ensure compliance with the rule. The speedway will be using scanning technology that will store each tire in each cars tire bank and will scan the tire during tech to ensure the tire is with the right car. If a team is caught running with a tire that is not in their tire bank, they will be disqualified and lose all money and points for that race.

F. If a barcode is tampered with in anyway, that tire will be deemed illegal and cannot be ran.

G. If a car comes for its first race at Ona after the first race of the season and purchases 4 or 5 new tires, the best they can start in the feature that night is 5th in order to make up for the tire advantage over the other cars. In that situation, the car can purchase 2 new tires and register 2 or 3 used tires and avoid the starting position penalty. Used tires registered will be inspected and approved upon tracks discretion to make sure they are used.

H. Special Events will have their own tire limit rule that will be announced prior to the event.

19. Two-Way Radio Communication

A. Drivers in the Late Model, Modified, Street Stock, and Legends Car classes will be allowed to use two-way radios.