



2025 Competition Rules

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Purpose

R&R Speedway strives to present a competitive field of competition. These rules are intended to encourage and promote this expected standard of competition. It is the sole responsibility of THE DRIVER to read and understand these rules as well as be in compliance with these rules.

This document details the competition rules for all stock car divisions which compete under R&R Speedway Race Control. All drivers are expected to read and understand all aspects of this rulebook.

Any updates or clarifications of rules will be done during the drivers meeting. As outlined in this rulebook, DRIVERS MEETING ATTENDANCE IS MANDATORY.

Please note that these rules may be subject to change. If you feel there are any errors or omissions in this rulebook, do not hesitate to ask. We will answer any questions you may have. Remember – it is best to ask in advance.

All decisions made by race control and officials will be deemed as final.

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1. Disclaimer

- 1.1 The rules listed herein are effective from January 1, 2025 until December 31, 2025. The following rules supersede all previous published rules for R&R Speedway.
- 1.2 R&R Speedway management and Race Control reserves the right to alter any or all of these rules and procedures when deemed necessary.
- 1.3 Race procedure calls are considered judgment calls and are non-litigable.

2. General

- 2.1 This rulebook applies to the on-track and competition procedures at R&R Speedway for all stock car racing divisions sanctioned by R&R Speedway – including, but not limited to, the Bomber, Mini Stock, and Street Stock divisions. Any other division which should compete at R&R Speedway under the guidance of R&R Speedway race control will also follow the rules as outlined in this rulebook unless otherwise stated.
- 2.2 For stock car divisions, drivers must be eighteen (18) years of age. Drivers aged fourteen (14) to seventeen (17) are permitted to compete provided they have a notarized parental consent form and approval from R&R Speedway management and race control.
- 2.3 All participants are expected to conduct themselves in an orderly manner.
- 2.4 All participants are required to be registered with R&R Speedway insurance provider and complete required paper or electronic waiver forms.
- 2.5 All participants are required to register for competition, as outlined in the **Registration** section.
- 2.6 All participants are required to conduct themselves in an orderly manner not detrimental to the continuance of the racing event.
- 2.7 Drivers are responsible for the conduct of all persons signed in on their car. Penalties incurred by a crew member may affect a driver, as further outlined in the **Crew Members** section.
- 2.8 Anyone, who by word or deed disrupts, impedes, jeopardizes, or in any manner hinders the smooth and orderly presentation of the racing program, or



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anyone who commits, or causes to be committed, any action detrimental to stock car racing or R&R Speedway will be considered to have abused the privileges of participation in the event and may be subject to the cancellation of these privileges or disqualification as determined by management or series officials.

- 2.9 Any person who has evidence of alcoholic beverages or chemical substances about his/her person, or who is seen by an official taking either during a race meet, may be either denied admission or asked to leave the property, and may be subject to further action at the discretion of R&R Speedway management.
- 2.10 Any person involved in a fight may be removed from the premises, disqualified, or suspended.
- 2.11 All cars must meet the minimum requirements, as outlined in the building rules.
- 2.12 Any participant who has been injured, no matter how minor the injury, must report to the track management and the first aid attendants at the time of the accident.
- 2.13 Jack stands, or similar safety devices, must be always used when working beneath a vehicle.
- 2.14 Drivers, car owners, sponsors, crew members, or anyone associated with a car shall have no claim against the R&R Speedway, its officials, agents, or contractors by reason of disqualifications, penalization, damage to either vehicles, personal property, or personal injuries.
- 2.15 Anyone who goes to the flag stand or tower to protest or otherwise jeopardizes the flow of the racing program can be disqualified from the entire race event, further actions may be taken by R&R Speedway.
- 2.16 Any rules or situations not explicitly covered within the bounds of this document will be subject to the discretion of R&R Speedway Race Control and management.
- 2.17 R&R Speedway management, staff, and Race Control reserves the right of interpretation of all rules and specifications. Any situation not specifically covered therein will be decided upon by the Race Director or Official(s) in charge. These regulations are a guideline. Rules are subject to change without notice.



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3. Definitions

Race Control - Refers to the staff / team overseeing all stock car racing events at R&R Speedway, under the direction of the Race Director.

Event - Shall refer to the R&R Speedway sanctioned event, including, but not limited to, practice days and race days.

Parked – A car / driver which is parked will have the scoring stopped, and their official finish will be scored based upon their number of laps completed.

Disqualified – A car / driver which is disqualified will lose all positioning for the entire event and will receive no points or no money for the event.

4. Delays or Cancellations

- 4.1 Weather conditions and forecasts will be monitored in the days preceding any racing event. Every effort will be made to make an informed decision within a reasonable amount of time, with drivers and fans in mind. Postponement decisions will typically be made prior to 7:30 am on the day of the race.
- 4.2 Should an event be postponed, every effort will be made to host a make-up race. The general rule, which may not always be applicable, is the rain date for a Saturday show would be Sunday afternoon.
- 4.3 During a feature/main event, should weather conditions deteriorate during the race, the race may be declared complete should a minimum of **33%** of the race be complete.
- 4.4 Should weather conditions deteriorate upon completion of heat races and a dry racing surface not be able to be recovered, features may be made up at a rain date, or at another scheduled racing event. Only cars in attendance on the date of the rain out will be eligible to compete in make-up features.
- 4.5 Should weather conditions deteriorate during any racing event, every effort will be made to dry the track and resume action. If need be, drivers are expected to aid in track drying efforts.



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5. Registration

- 5.1 All drivers and cars are required to register to compete at R&R Speedway. Failure to register will result in a competitor receiving no prize money or points for an event.
- 5.2 Pre-registration is conducted prior to the start of each season and is also available online prior to each event through the R&R Speedway website. Pre-registering allows management to obtain all necessary driver information prior to arriving at the track on race day.
 - a. Drivers who pre-register only have to fill out the entire registration form once per year. However, drivers are still required to check-in and sign appropriate waivers and documentation at the pit registration booth at every event.
- 5.3 Anyone who does not pre-register online must register at the pit registration booth at their first event of each year. Check-ins are required at each subsequent event.

6. Inspection

- 6.1 All cars are required to go through technical inspection before competing on race day. Drivers / cars are not permitted to enter the racing surface without going through tech, unless otherwise directed by tech staff.
- 6.2 The Technical Director reserves the right to park cars deemed illegal and / or unfit to race. Full technical rules for each class can be found on the R&R Speedway website. It is the driver's responsibility to read and understand both competition and technical rules.
- 6.3 Cars deemed illegal in pre-race inspection must resolve the issues prior to being permitted on the racing surface.
- 6.4 Cars deemed illegal in post-race inspection may be disqualified and / or subject to other penalties at the discretion of the technical inspector. Technical staff will decide which cars will be subject to technical inspection post-race.
- 6.5 Failure to go through technical inspection when directed will result in a disqualification.
- 6.6 R&R Speedway reserves the right to inspect any car at any time.
- 6.7 Any parts deemed illegal may be confiscated by R&R Speedway. Failure to forfeit illegal parts may result in additional penalties.



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- 6.8 Full technical rulebooks for each class are available online on the speedway website. The technical rulebooks will hold prominence for all technical issues. Drivers are expected to read and understand the technical rulebooks. Remember, it is better to ask in advance and be in the know.

7. Drivers Meeting

- 7.1 Attendance at the Drivers Meeting is mandatory for all drivers.
- 7.2 Drivers Meeting time will be shared via the Race Day format, and announced over the pit PA system before start time. It is each drivers and teams responsibility to ensure attendance in the meeting.
- 7.3 Driver attendance is mandatory. If a division uses spotters, spotter attendance shall also be mandatory.
- 7.4 Race Control and Technical staff will discuss any information relevant for drivers and allow the opportunity for drivers to pose questions to track staff.
- 7.5 The draw for line-ups will be conducted in the drivers meeting.
- 7.6 Failure to attend the drivers meeting will result in drivers being forced to start in last place for the heat race and feature race.

8. Lineups

- 8.1 Lineups for heat races will be determined via a random draw conducted during the drivers meeting for all races. Driver attendance in the drivers meeting is mandatory. Failure to attend and complete the lineup draw can and will result in drivers starting at the rear of the field, as outlined in **Rule 7.6**.
- 8.2 For the first event of the year, feature lineups will be determined by finishing order from heat races. An invert may be conducted amongst the top half of the lineup based upon a random draw.
- 8.3 For subsequent points events, the feature line-up will be determined by handicap up to the previous three races, with the lowest handicap lining up at the front, and highest going to the rear.
- a. The “handicap” is the number of points earned, divided by the number of possible points. For one event, the maximum points is 100 as outlined in **Section 16**. So if a driver wins both their heat and feature, they will earn 100 points - 100 earned / 100 possible will be 1.0, the maximum handicap. If a



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- driver earns 50 points, their handicap would be 50 earned / 100 possible equalling 0.5.
- b. The handicap will be determined based on the three most recent events - except for the start of the season, which will use only contested races thus far.
 - c. Drivers who miss a race will receive a handicap of 1.15 for the race missed.
 - d. Drivers who receive a disqualification will receive a handicap of 2.0 applied to that event, and will also be penalized to the rear for the heat races in question.
 - e. A handicap penalty may be assessed for drivers who are penalized for actions or incidents during a race.
 - f. Drivers who are making their first start of the year will start at the rear as they will not have a handicap.
 - g. Regardless of handicap, a driver who wins a feature event cannot start higher than 50% of the field for their next start.
 - h. Any rookies / new drivers may line-up at the rear of the field at the discretion of track officials. Typically, this applies for a driver's first three races in a division, but this may be shortened or extended at race controls judgement.
- 8.4 An exception to feature line-up procedures as stated in **Rule 8.2** and **Rule 8.3** may be for special events or extended distance features. This will be communicated to drivers prior to the event and in the drivers meeting.
- 8.5 Drivers will be called to lineup within a reasonable amount of time before their next race. However, it is the driver's responsibility to be aware of the schedule of events and when their next race is. **Failure to lineup when called upon will result in the driver forfeiting their starting spot and being relegated to the rear of the field for the start of the race.**
- 8.6 R&R Speedway reserves the right to conduct a random invert prior to that day's feature events (i.e., the pole shuffle).
- 8.7 Drivers are not permitted to swap positions with any other driver for any event. However, drivers are permitted to drop to the rear of the field at any time if they choose to.



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9. General Race Procedures

- 9.1 At all events, unless otherwise stated, stock car divisions will have one (10) or more ten (10) lap heat races, followed by a feature race of a predetermined length.
 - a. The number of heats will be determined by car count. Generally nine (9) cars or less will be one (1) heat race, ten to seventeen (17) cars will be two (2) heat races, and eighteen (18) or more cars will be three (3) heat races.
- 9.2 Event formats are published prior to any race on social media, on the R&R Speedway website, and are emailed to drivers. Copies of event formats may also be obtained at the pit registration booth on race day.
- 9.3 In the event of fire, drivers are to pull into the infield immediately and safely and exit their cars.
- 9.4 In the event of a mechanical failure, drivers are expected to pull into the infield or the pits, if safe, so as to not jeopardize the flow of the race.
- 9.5 As a follow up to **Rule 9.4**, once in the infield, drivers are asked to remain there, buckled up, until the next caution flag or the end of the race. Attempts to cross from the infield into the pits pose danger of a severe wreck.
- 9.6 After the completion of a feature race, the winner is permitted to complete a victory lap, and the top 3 are to stop on the front stretch for an interview and pictures, unless otherwise directed (i.e., no post-race due to potential weather in the area).
- 9.7 The winner of a feature race is to park at the start finish line. Second and third place cars are to park diagonally against the wall on the turn 4 side of the front stretch wall.
- 9.8 A driver is only permitted to enter one (1) car per division per race event. Drivers are, however, permitted to have entries in multiple divisions.
- 9.9 Driver, car, and number changes after initial registration on race day must be approved by race control.
- 9.10 Drivers are to maintain safe speed when using pit road and driving through the pits. Anyone who drives through the pit area in an unsafe manner may be disqualified.



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10. Driver Introductions

Preceding some major events, driver introductions may be held. Driver introductions will be conducted in the following manner:

- All cars will be lined up in their starting lineup in the middle lane of the front stretch.
- Drivers will be permitted to have one crew member join them on track for assistance.
- The announcer will introduce the starting lineup starting with the last place starter and working towards the front.
- Drivers should remain close to their cars and be by their car when the announcer reaches them.
- When introduced, drivers should wave and recognize the fans.
- When directed, drivers will strap into their cars and prepare for competition.

Additional information on driver introductions will be communicated to drivers and teams as required.

11. Starts & Restarts

- 11.1 All starts and restarts will use the double-file formation, unless as outlined in **Rule 11.8.**
- 11.2 On any start or restart, the pace vehicle will pull off the track after the “one to green” signal has been given by the starter. Drivers must maintain pace vehicle speed until the restart line. The restart line is defined as the first white line on the exit of turn 4. Race leaders are not to accelerate prior to the restart line. The race begins/resumes at this line. No “restart box” is used at R&R Speedway.
- 11.3 Drivers will receive one (1) warning for a restart violation during a race. Any subsequent offence will result in the yellow flag being displayed and the driver(s) involved being relegated to the rear of the field. Violations apply to that specific race, and do not translate between heats and feature events. Restart violations include, but are not limited to the following:
 - a. Drivers must maintain pace car speed until the restart line coming to the green. Failure to maintain pace car speed will constitute a restart violation.



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- b. The front row is not to accelerate prior to the white restart line. The control car (leader) starts the race at this line. Either car on the front row accelerating prior to the white restart line will constitute a restart violation.
 - c. Cars in subsequent rows are also to not accelerate prior to the restart line or push a car in such a manner. This can also constitute a restart violation.
 - d. Drivers are not to pull out of line for the purpose of advancing their position on a start/restart until they have crossed the start/finish line. Pulling out of line to make a 3-wide pass prior to the start/finish line will constitute a restart violation, unless deemed the move was necessary to avoid an incident.
- 11.4 The lineup for any restart will be determined by the last completed lap.
- a. Under a yellow flag, cars multiple laps down will be pulled to the rear of the field.
 - b. For regular racing events, cars one (1) lap down will be pulled to the rear of the field.
 - c. For extended distance events, cars one lap down may be pulled to the rear of the field starting at or around the $\frac{3}{4}$ mark of the race. This will be clarified in the drivers meeting pre-race. Prior to this mark, cars one lap down may retain their position in the running order relative to lead lap cars on a restart if they chose.
 - d. If race control deems a car who is one (1) or more laps down is making forward progression through the field and would have the opportunity to unlap themselves naturally, race control can elect to allow that car to retain its position in the running order.
- 11.5 In the event of multiple incidents on restarts, race control reserves the right to transition to single file restarts to limit the number of cautions.
- 11.6 On any start or restart, once the field has “doubled up” in two-wide formation, should a car pull out of line for any reason (including, but not limited to, to pit, for mechanical issues, etc.), the field will not be reshuffled, and the lane that car was in, whether inside or outside, will all move up a row.

12. Cautions/Yellow Flag

- 12.1 A caution will be displayed when conditions on the track warrant a safety hazard for competitors. When a caution is called, it will be communicated over



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the race control radio frequency, the yellow flag will be displayed, and the caution lights will come on. All drivers are expected to safely slow to pace vehicle speed and fall into single file formation. The pace vehicle will pace the field for the duration of the caution.

- 12.2 R&R Speedway uses the “tap-out rule” for policing cautions for incidents on the track. With the tap-out rule, the responsibility for accepting blame is on each individual driver. If a driver feels as if they were at fault for the incident, they shall stop at the start/finish line and tap on their roof, signifying they accept blame for the caution. In a case where the tap rule is used, the driver accepting blame will be relegated to the rear of the field, while all others involved will be given their position back, provided they do not pit. A verbal tap-out to any staff member on race controls radio frequency is also acceptable. If no driver taps out, race control will revert to a “no-fault” caution where all parties involved in the direct cause of the caution will be relegated to the rear of the field.
 - a. In cases where one driver is clearly at fault for a caution, race control may encourage that driver to take responsibility for the incident and tap-out. Drivers who cause incidents or problems on the track and elect to tap-out may be black flagged and parked at the discretion of race control.
- 12.3 Cars who spin or are involved in a separate incident as a direct result of the caution causing incident will receive their position back, provided they do not pit under the caution period.
- 12.4 Stopping on the track in a manner that causes a yellow flag will result in a one (1) lap penalty being assessed, regardless of intent. This rule will apply to any case where a driver stops on the track - for reasons including, but not limited to, a flat tire, loss of power, ill handling car - when it would have been reasonable to pull into the pits or infield to avoid causing a caution. This rule will be enforced regardless of intent.
- 12.5 While under caution, race control will set the line-up as scored at the last completed lap of the race.
- 12.6 Any driver who enters the pits under caution will forfeit their position on the track and will restart at the rear of the field.
 - a. If a lead lap car returns to the track before the lineup is set and / or the field is doubled up, that lead lap car can fall into the line ahead of cars who are laps



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down. Should the lineup already be set when a car exits the pits, they will be required to fall in line at the rear of the field.

- 12.7 Drivers who are involved in three (3) cautions in a race will be parked for the remainder of the event.
- 12.8 Drivers are to remain in single file formation under caution until instructed to double up by race control.

13. Red Flag

- 13.1 Red flags will be displayed primarily for 2 reasons: (1) any severe incident requiring immediate attention from track and medical personnel, and (2) if there is a blockage of the track. The red flag may be displayed for other reasons, at race controls discretion. When the red flag is displayed, all drivers are to immediately, but safely come to a complete stop.
- 13.2 Drivers must remain completely stopped for the duration of the red flag period, unless otherwise directed by track officials. Any driver who disobeys the red flag shall be black flagged and parked for the remainder of that race.

14. Flags

- 14.1 **Green Flag** - Signifies the start, or restart of the race.
- 14.2 **Yellow Flag** - The caution flag, signifies there is danger on the track and drivers must slow down to a reasonable speed and fall in behind the pace vehicle.
- 14.3 **Red Flag** - Generally signifies serious danger requiring immediate attention. When the red flag is displayed, all drivers must come to an immediate stop.
- 14.4 **Black Flag** - Displayed to a driver who has been deemed to have been driving too rough and/or over aggressively. Black flags result in disqualification and the driver must head to the pits.
- 14.5 **Rolled Up Black Flag** - If the starter points the rolled up black flag at a driver, that is considered a warning for aggressive driving. If a driver receives two instances of the rolled up black flag, the third instance will result in a black flag.



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- 14.6 **Meatball Flag** - Black flag with a circle, often yellow or orange, in the middle. This signifies a mechanical problem with the car the flag is being displayed too. The driver must take the car to the pits and may not return to the track until the problem(s) have been resolved.
- 14.7 **Blue Flag with Yellow Stripe “Move Over Flag”** - Is displayed to slow cars that are about to be lapped by the leaders, signifying to stay to the inside lane and give the leaders space.
- 14.8 **Crossed Flags** – Two flags crossed in an “X” formation will be used to signify the halfway point of the race.
- 14.9 **White Flag** - Signifies one (1) lap to go in the race.
- 14.10 **Checkered Flag** - Signifies the end of the race.
- 14.11 **Failure to obey flags and direction from the starter may result in disqualification from the race.**

15. Rookies

- 15.1 A rookie at R&R Speedway will be defined as any drivers who has:
 - a. Not competed in more than three (3) races in previous years in the division of competition.
 - b. Not won a race and/or competed in one or more full seasons of competition in a division of equal or higher calibre of competition.
- 15.2 R&R Speedway reserves the right to accept or deny a driver's rookie status based upon the track's discretion.
- 15.3 All rookie competitors will be required to compete with the yellow rookie stripes on their back bumper for the duration of the driver's rookie season.

16. Points

- 16.1 Points will be awarded to the car number.
- 16.2 Tiebreakers will be determined through the following means:
 - a. Feature wins.



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- b. Heat wins.
 - c. 2nd place feature finishes.
 - d. 3rd place feature finishes.
 - e. And so on.
- 16.3 Heat races will award 20 points to the winner, with points decreasing by a 1 point per position increment (20, 19, 18, 17, 16, 15, 14, 13, 12, 11...).
- 16.4 Points will be awarded in Feature events as follows:
- 1st - 80
 - 2nd - 75
 - 3rd - 72
 - 4th - 70
 - 5th - 68
 - 6th - 66
 - 7th - 64
 - 8th - 62
 - 9th - 60
 - 10th - 58
- Points will continue decreasing in 1-point increments, with all starters receiving no less than 30 points.
- 16.5 In order to score points, drivers must make every reasonable attempt to compete. If a driver has a legitimate mechanical failure, medical incident, or other occurrence which is severe enough that it limits them from competing, they will receive last place points (at the track's discretion). It is a requirement that every reasonable attempt is exercised to compete, however.
- 16.6 Drivers are permitted one (1) substitute driver in one (1) race for points purposes. Drivers who have multiple substitute drivers will not receive points for those subsequent races. The only requirement for this rule is that the substitute must run the same car number as the primary driver, and the substitute driver must be approved by the Race Director.
- 16.7 Two (2) drivers are permitted to run as "co-drivers" for a season. For points purposes, co-drivers must be declared before the third points event or before the event which signifies the 50% completion mark of the season, whichever comes first, and must be approved by the Race Director.



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17. Driver / Racing Conduct

- 17.1 It is expected that drivers conduct themselves in a professional manner when behind the wheel. Drivers are expected to race other competitors with respect.
- 17.2 Aggressive driving will not be tolerated and will be monitored by race control. Drivers will be warned of aggressive driving via radio communication and from the starter. Aggressive driver is policed as follows:
- a. **Rolled up Black Flag** - the starter will point the rolled up black flag at the car / driver as a warning, signifying to settle down as the driver is becoming aggressive. The Race Director will also signify the warning via radio communication.
 - b. **Black Flag** – if a driver receives two rolled up black flags, a third instance deemed to be aggressive driving will result in the driver being black flagged by the starter and parked for the remainder of the race. This will also be communicated via radio communication by the Race Director.
- 17.3 The practice of “blocking” during a race will be monitored by race control. In some cases where blocking reaches a level of aggressive driving, it will be enforced using the same procedures at **Rule 17.2**.
- 17.4 Drivers who are being lapped by race leaders are expected to show respect to faster cars by yielding the outside lane and remaining on the bottom. Lapped cars will be notified of approaching lead cars with the “move-over flag” and / or via radio communication. Lapped cars who do not show respect for faster cars by not maintaining a lane and / or making contact may be black flagged and parked.
- 17.5 Unsafe or dangerous acts that jeopardize the safety of others will result in a black flag and the driver will receive a **disqualification** for that race. This will include, but is not limited to:
- a. Intentionally making contact with another car under caution in close proximity of track officials and safety crew..
 - b. Intentionally making contact with another car under caution to a degree which damage may be incurred to either car, that causes the car to lose control.
 - c. Intentionally making contact with another car in the pits at any time.



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- d. Erratic driving in the pits - including but not limited to speeding and driving with undue care and attention.
- e. Intentionally wrecking a driver under green flag conditions, such as a “right hook.”
- f. Any other act deemed by race control to be unsafe, dangerous, or detrimental to stock car racing at R&R Speedway can be penalized.

18. Crew Members

- 18.1 Drivers are responsible for the actions of all crew members, and anyone associated with their car.
- 18.2 Crew members and all other persons who enter the pits are expected to conduct themselves in an orderly manner.
- 18.3 Crew members are not permitted on the racing surface at any time, unless otherwise directed by track officials. Should a crew member enter the racing surface, it will be considered as a pit stop for the driver, and the driver will be sent to the rear. If work is done on the car in any form on the track, it will result in a black flag and the driver being parked for that session (i.e., if it occurs in a heat race, the driver will be parked for that heat race but would be permitted to return to the feature, starting at the rear of the field). Repeat offences may result in stiffer penalties.
- 18.4 Crew members are under no circumstances permitted to enter another driver or team's pit area for the purpose of starting an altercation. Any crew members who instigate or engage in such behaviour or altercations will be subject to disciplinary actions, including but not limiting to ejection and suspensions.
 - a. If crew members of a driver instigate an altercation, that driver will forfeit their finishing position and be penalized with last place points and prize money.

19. Behaviour and Altercations

- 19.1 No fighting or physical altercations will be tolerated in the pit area. Drivers and teams are not to leave their pit area for the purpose of causing an altercation. Penalties for fighting or a physical altercation will be issued to all involved, and may include, but will not be limited to, ejection for the individual(s)



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involved, possible disqualification for a driver, and potential long-term suspensions.

- 19.2 Verbal abuse of staff or confronting staff in the flag stand or tower will not be tolerated and will result in ejection for the individual(s) involved, possible disqualification for a driver, and potential long-term suspensions.
- 19.3 Drivers are not to approach other cars on the track at any time, for any reason, including to confront another competitor. Approaching another car on the track will result in a driver being disqualified from the event and ejected from the premises. It is important for the safety of all to control anger and keep your distance from moving cars.
- 19.4 Anyone who confronts track staff to protest or otherwise jeopardize the flow of action may be ejected from the property at the discretion of track staff. This includes charging the flag stand or the tower. Should the individual(s) responsible be a driver or crew member, that car will be disqualified from that event. Further penalties may be assessed at management's discretion. Should drivers wish to discuss an issue with officials, this should be done in a calm and professional manner when the opportunity presents itself.
- 19.5 Any action of physical contact towards any R&R Speedway staff member will result in the person(s) responsible being ejected from the property, disqualification, and the possibility of long-term suspensions being issued.

20. Controlled Substances

- 20.1 Alcohol, cannabis, and any other drugs or narcotics are strictly prohibited from the pits. All vehicles and persons entering the pits may be subject to an inspection. Possession of these substances will result in confiscation and may result in access to the pits being denied or revoked.
- 20.2 Any driver, crew member, or spectator found to be under the influence of any drugs or alcohol in the pits during a race will be ejected from the pits. For drivers and crews, stiffer penalties can and will be levied at the track's discretion. An automatic suspension of a determined length of time will be warranted.
- 20.3 R&R Speedway reserves the **right to test any participant or entrant in the pits at any time** for alcohol consumption via use of a breathalyzer.



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21. Numbers

- 21.1 All car numbers must be legible. Drivers with illegible numbers will be told to fix their numbers prior to the start of the first racing event. Failure to fix the numbers may result in the car not being scored and receiving no points or placement.
- 21.2 Car numbers must be displayed on both the drivers and passenger side window, on the roof of the car, and in the upper corner of the window on the passenger side.

22. Practice

- 22.1 A race-day format will be shared and available to drivers in the days prior to the race event. For practice sessions on race day, only one (1) class will be permitted on the track at any time, unless directed by race staff. Drivers must follow all safety rules during practice sessions, or risk being black flagged for that practice.

23. Social Media Policy

- 23.1 Drivers and crews are ambassadors for the sport of auto racing and the facility of R&R Speedway and are expected to embrace and act upon this. Social media is a wonderful tool but also has drawbacks. On social media, constructive criticism is welcome, but “**track bashing**” will not be tolerated.
- 23.2 Harassment or verbal abuse towards officials on social media will not be tolerated.
- 23.3 Direct attacks towards R&R Speedway and/or staff will not be tolerated.
- 23.4 Violations of **23.2** and **23.3** will be handled the same way as in person instances at the track and will result in penalties, possibly including suspension, at the discretion of track management.
- 23.5 Posts, comments, or messages which include track bashing will be deemed as actions detrimental to stock car racing. Upon any instance of track bashing, those involved will be contacted and asked to remove the post. Subsequent violations, or failure to remove the post, may result in penalties, possibly including suspension, at the discretion of track management.
- 23.6 The severity of the violation will have an impact on the severity of the punishment.