

Jacksonville Speedway Technical Inspection Procedure

Updated 1/31/13

Introduction

Jacksonville Speedway supports the efforts by UMP/DIRTcar and its member tracks to create a uniform set of rules within a particular class. Enforcement of rules is essential to maintain fair competition and affordable racing over the long term. Jacksonville Speedway will endeavor to ensure that all cars competing at our race track in a UMP/DIRTcar sanctioned class conform to UMP/DIRTcar rules.

At the same time, we recognize that in certain classes some rules cannot be fully enforced to the letter of the rule in every instance with the strictest interpretation of the rulebook. Many participants are often stuck with "the hand they are dealt" through the acquisition of equipment that might have previously been legal, but now is outside the letter of the rule. We also recognize that some alterations require time and opportunity to secure funds for modification.

There are two primary goals of rule enforcement: 1. To prevent 'cheating' to gain an unfair competitive advantage and 2. To ensure consistency among cars to promote fair competition, affordability and safety. We have structured a technical inspection process that recognizes these separate goals. For infractions that are an attempt to create an unfair competitive advantage, our process provides immediate and substantial consequences. For infractions that do not create an immediate or unfair competitive advantage, our process seeks to bring the car into compliance in a more measured way.

Also, each of our weekly UMP/DIRTcar classes have a slightly different history and purpose and we have different goals of rule enforcement for each. Our main goal is to bring consistency to our rule enforcement within each class. Instead of turning a blind eye to certain infractions or for certain competitors, our goal is to recognize infractions and deal with them in a way that promotes fair competition while encouraging participation and affordability. By outlining our thoughts behind rule enforcement, our technical procedures and consequences we hope that competitors find that Jacksonville Speedway is place where all participants enjoy a

Hornets

Our primary objective with the Hornet class will to be to protect the class as an affordable entry point for the racer. Most rule violations we find are for the purpose of 'cheating' and gaining a competitive advantage. We will be fairly unsympathetic when we find cars where money has been spent on aftermarket performance enhancements that are beyond the purpose of the class. A person should be able to be competitive in this class with a minimal investment in equipment and modifications. We also recognize that the Hornet class is an area where technology can often be hidden from technical inspectors until we 'catch on' to the latest method of cheating. We may not catch every major infraction on every car every night but when we do, we will have little

Stock Cars (Street Stocks)

We believe that Jacksonville Speedway has one of the most competitive classes of Street Stocks to be found anywhere under the UMP/DIRTcar banner. For the most part, the cars that race weekly at Jacksonville conform to UMP/DIRTcar performance rules. We also recognize that some cars might be deficient in areas that in our opinion do not create an unfair competitive advantage and have likely been in this condition for a number of years while certain rule changes have made them no longer compliant. We will work with our participants to ensure compliance with all rules over the long term, while strictly and immediately enforcing those rules that directly affect weekly competition. We plan to be very familiar with the equipment that races here weekly. Any sudden or major changes to a car will be noticed and reviewed for compliance. When you spend new money on

Modifieds

The UMP/DIRTcar Modified class benefits from a relatively small number of chassis manufacturers where purpose-built cars generally conform to UMP/DIRTcar specifications at the time they leave the manufacturer. UMP/DIRTcar regularly handles decisions regarding new or unique designs or parts through bulletins to drivers and tracks. Our focus on Modified tech will be focused primarily on weight, tires, body position, material composition, spoilers and related matters. We will defer to UMP/DIRTcar judgment on what constitutes a material infraction and enforce the UMP/DIRTcar rules according to their ongoing directives.

TECHNICAL INSPECTION AND ENFORCEMENT

1. Pre-Race Inspection

- a. All cars entered and present at any DIRTcar event that are intended to compete in the racing event must pass pre-race inspection prior to any on-track activity. Pre-race inspection may take place in a specified area and/or in the regards of space directly at the team's transporter and/or at the discretion of the DIRTcar Track Official. Refusal to present vehicle or preventing officials from completing pre-race inspection may result in disqualification from that event in addition to potential penalties. suspension and/or fines. (DIRTcar General
 - i. This is copied word-for-word from the DIRTcar Rulebook and is intended to show that the DIRTcar Rulebook does grant Jacksonville Speedway the ability to inspect cars pre-race – it does not mean that Jacksonville Speedway will hold a designated pre-race inspection period every race night

2. Inspection Procedures / Legality

- a. Engines, fuel and sound/mufflers may be inspected at any time (DIRTcar General Rules 5.3.A)
- b. DIRTcar Officials may at their discretion, inspect any car entered for competition in any racing event at any time (DIRTcar General Rules 5.3.B)
- c. DIRTcar Officials may at their discretion, impound a part/component, engine and/or any other components and/or the complete car for competitive analysis (DIRTcar General Rules 5.3.C)

3. Inspection Area

- a. The following individuals are allowed in the Inspection Area
 - i. Speedway Management
 - ii. Race Director
 - iii. Licensed DIRTcar Officials employed by Jacksonville Speedway
 - iv. Driver
 - v. Car Owner (if applicable)
 - vi. Any Race Director-approved crewman to assist in inspection procedure
- b. Any member who fails to stop for and/or allow post-race inspection will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by DIRTcar Officials and/or World Racing Group Supervisory Officials (DIRTcar General Rules 11.1.E)
- c. Any non-member who attempts to interfere with inspection procedure will be ejected from the premises and/or any other action deemed appropriate by Jacksonville Speedway officials

4. Obligations of the competitor

- a. A competitor must take whatever steps are required, including teardown of the car, as requested by a Jacksonville Speedway official to facilitate inspection of the car
- b. Failure to submit to inspection, or take all steps requested of inspection shall result in immediate disqualification, suspension of the driver and car owner and/or a cash fine
- c. All competing cars will be subject to technical inspections at any time throughout the season at a time and interval determined by the Race Director – No forewarning will be made
- d. All cars are subject to material inspection by the Officials – Workmanship and appearance shall be determining factor to whether Officials permit the car to enter competition

- e. All parts declared illegal by inspection or protest may be confiscated by Jacksonville Speedway Officials and disposed of at their discretion
 - i. As an alternative to confiscation of the item, a cash fine may be imposed
- f. On all inspections, it is the driver's duty to prove his legality, not the Officials to prove the violation
- g. Inspection by Jacksonville Speedway Technical Inspectors shall be for the sole purpose of rules infractions
 - i. Any car that passes inspection shall not be construed that the car is safe to race
 - ii. That decision rests alone with the driver and car owner and not Jacksonville Speedway employees and
 - iii. Jacksonville Speedway employees and management may not be held liable for accidents and/or injuries resulting from unsafe cars

5. Preferred Procedure and Jacksonville Speedway Inspection Decal Program

- a. All cars must pass standard Jacksonville Speedway inspection prior to collecting race-night earnings (inspection may occur pre- or post-race)
 - i. All DIRTcar and Jacksonville Speedway classes are subject to passing a predetermined and standardized (but not all-inclusive) checklist (herein referred to as "Standard Technical Inspection Checklist")
 - ii. Competitors are encouraged to arrive at the race track early on race night and/or attend a pre-season practice night to complete an initial inspection
- b. Once a car has been certified as meeting standard inspection requirements the car will receive a Jacksonville Speedway Inspection Sticker and will be eligible to collect race-night earnings
 - i. All cars with Jacksonville Speedway Inspection Stickers will be certified as passing Standard Technical Inspection and will be subjected to a less intense, spot-check style inspection for the remainder of the season
 - ii. A Jacksonville Speedway Inspection Decal does not certify that a car is legal in every capacity of the DIRTcar / Jacksonville Speedway Rule Book and the car could be penalized for other infractions either not part of the Standard Technical Inspection Checklist or due to replacement of parts after date of original
- c. Any car that finishes in the top three (3) of the Unofficial A-Feature Finish that does not have a Jacksonville Speedway Inspection Sticker, even if that car has competed during the race night, must pass the Standard Technical Inspection Checklist prior to collecting race-night earnings
 - i. This allows a driver, that perhaps travelled a long distance, to compete if there is not sufficient time for pre-race technical inspection prior to the beginning of competition, but still ensures that the competitor is held to the same inspection standards as all other regular Jacksonville Speedway competitors
 - ii. The post-race inspection period for non-stickered cars will take place after all other on-track racing events are complete – so plan to stay late

6. Penalties

a. Minor Infraction – Integral Component (M1A)

- i. Infraction is relatively cosmetic and provides no significant performance advantage and relates to a component of the car or engine requiring major modification at a significant effort and/or expense to comply with DIRTcar Rules
 1. Infraction logged in Technical Manual
 2. Competitor is notified of infraction
 3. A long term plan for compliance is adopted by the competitor in consultation with officials which may include a temporary grandfathering of the offending part or component with the understanding that the competitor will make efforts to rectify the violation over a period of time or
 4. Officials may impose an appropriate weight or other handicap during the period of non-
 5. It is intended that this category (M1A) will phase-out at a later date or in subsequent seasons as infractions of this nature are rectified at which time there will only be three classifications (M1, M2, M3). All newly constructed cars or those that have undergone a major alteration should be presented for inspection free from infractions of this category and in full compliance with

b. Minor Infraction – Replaceable Component (M1B)

- i. Infraction is relatively cosmetic and provides no significant performance advantage and relates to a component of the car or engine that can relatively easily be altered to comply with UMP/DIRTcar Rules
 - 1. Infraction logged in Technical Manual
 - 2. Competitor is notified of infraction
 - 3. A specific probationary period of between 1 and 4 events is designated for the infraction to be rectified after which it will become an Intermediate Infraction (M2) if not in compliance
 - 4. Officials may impose an appropriate weight or other handicap during the probationary period

c. Minor Infraction (M2)

- i. Infraction is relatively cosmetic and provides minor and/or unintentional performance advantage
 - 1. Last place points for event if discovered at the conclusion of an event
 - 2. Last place pay for event if discovered at the conclusion of an event
 - 3. Exclusion from competition in an event if discovered prior to the A-Feature
 - 4. Any other action deemed appropriate by DIRTcar / Jacksonville Speedway officials
 - 5. Depending on the degree of infraction and its effect on competition, an official can award a one-race grace period for an infraction discovered prior to or during the course of competition that cannot be

d. Major Infraction (M3)

- i. Infraction allows significant performance advantage and/or is a blatant disregard for the DIRTcar / Jacksonville Speedway Technical Manual
 - 1. No Points for event if discovered at the conclusion of the event
 - 2. No Pay for event if discovered at the conclusion of the event
 - 3. Exclusion from competition in an event if discovered prior to the A-Feature
 - 4. Any other action deemed appropriate by DIRTcar / Jacksonville Speedway officials
 - 5. Further participation at Jacksonville Speedway refused until infraction is remedied
 - 6. Possible fine at the discretion of officials

7. Protests

- a. All protests follow Section 11.2 of the DIRTcar Rulebook