

PROCEDURE AND FACILITY RULES FOR TEXAS MOTOR SPEEDWAY

(Updated: May 27, 2026)

***These rules are subject to change at any time without prior notice. The Race Director's interpretation of these rules and any other situation not covered under these rules is FINAL. ***

EIRI – “Except In Rare Instances”

1. **DRIVER CHECK-IN:** All participants must register for the current event, check-in at the draw area, and communicate the driver's transponder number in order to compete at Texas Motor Speedway. It is the competitor's responsibility to draw for position prior to the scheduled closing time. Failure to draw for position will result in being placed at the rear of the field for the designated feature/main or heat race. No duplicate numbers competing in the same class.
2. **DRIVER'S MEETING:** All participants must attend the scheduled driver's meeting, roll call may be taken. Failure to attend without notifying a Track Official prior to the meeting will result in the driver starting from the rear of the designated feature/main or heat race (no passing points will be awarded).
3. **TECH INSPECTION PROCEDURES:** The Race Director will determine and announce in the drivers meeting the number of cars that will be required for post-race technical inspection. If a driver should have questions or concerns about race car legality it is the driver's responsibility to talk to a designated Technical Inspector.
4. **PRE-RACE LINE UP:** All cars will line up in the designated staging area prior to their respective heat and/or feature/main races. Any car not staged and ready to go when the division is called onto the track (upper grid/" The Hill") may not be permitted to start the race or will be forced to start in the rear of the field. If a car cannot make a call for a heat, it cannot start in another heat (EIRI). Should changes to the line-up become necessary on the grid, all cars will be moved straight up. Once the initial green flag is dropped a driver may not use a backup car in that specific race. Drivers may not substitute with a car that has already been qualified. Driver and car are considered one for the entire event unless a Track Official is notified, and the competitor is granted a change. If a backup car is utilized for the feature/main event it must start from the rear of the field.
5. **INITIAL RACE STARTS:** Heat Races/Qualifiers will start double file. A-Mains will start 3-wide (Saturday Only). A consistent speed will be set by the pace vehicle or direction from race control to the leader. A white chalk line will be placed at the exit of turn 4. Drivers must stay in position (nose to tail) until they pass the chalk line. The penalty for breaking starting procedures will be two positions. A caution may be displayed at the time of infraction and the car being penalized will be placed back. If a caution is not displayed the driver will have 1 (one) lap to give up two positions or they will be penalized two positions at the next caution or end the race. If no laps have been completed with the green flag displayed and

there is a caution there will be a complete restart with the car(s) causing the caution being placed at the rear of the field, regular accident rules prevail (EIRI). Any change to the lineup will result in drivers moving straight up, no crisscrossing.

6. **RE-STARTS:** Heat Races/Qualifiers/Features/Mains (excluding A) will get **ONE** "Delaware Style" leader out front double file re-start. All remaining re-starts will be single-file. A-Mains will get **THREE** "Delaware Style" leader out front double file re-starts. All remaining re-starts will be single-file.
7. **SPINOUTS:** If a competitor racing alone should spin out and the caution is displayed that driver shall be deemed the cause of the caution and sent to the rear of the field. If in the opinion of the Race Director or other on-track official a competitor intentionally spins to bring out a caution or waits for a caution that competitor may be black flagged.
8. **ACCIDENT RULES:** Driver(s) deemed to be the cause of a caution will be sent to the rear of the field for the restart. If there is contact between multiple cars and the caution is displayed all drivers deemed to be involved in the caution will be sent to the rear (EIRI).
9. **BLACK FLAG:** A black flag may be given to any driver not racing at a safe speed, or to assess a driver penalty. Decisions on black flags will be made at the discretion of the Race Director. A driver given the black flag must pull off the track immediately. That driver will not be scored from that point on and may face a more severe penalty.
10. **PITTING DURING A RACE:** Pitting during a race is only permitted during qualifiers and feature/Main races. Driver's pitting (exiting the infield) must go to the rear of the field upon returning to the race. Cars will only be permitted to enter the race track while the caution light is illuminated on the back stretch caution light.
11. **WORKING ON CARS:** All work on the racecar must be done in the hot pit area. No crewmembers or family members are permitted on the racetrack at any time unless requested to be there by an official.
12. **LAPPED DRIVERS:** On restarts, lapped drivers will be placed at the rear of the field.
13. **CARS MOVING THROUGH THE PITS:** Cars moving through the pits or infield must do so with extreme caution and at a minimal speed with a helmet on. Any driver deemed driving dangerous, erratic or of excessive speed will be warned or immediately penalized at the discretion of the Race Director or other on track officials.
14. **UNSPORTSMANLIKE CONDUCT:** There will be no harassment of officials, safety crews, spectators, other drivers or their crews. Unsportsmanlike conduct of any type will result in competition penalties and may result in the suspension of responsible parties. Drivers are responsible for the actions of all crew, family and friends and will be penalized accordingly for their actions.

15. **WHITE/CHECKERD FLAG:** Once the white flag is displayed the next flag will end the race with the cars having taken the white flag being scored as they came across for that lap, the cars involved in the caution being placed at the rear of each cars respective lap and all others being scored from their last completed green flag lap. If the checkered flag is displayed and a caution becomes necessary all cars having not crossed the start finish line will be scored by their last completed green flag lap with the cars involved in the caution being scored at the rear of each cars respective lap (**DO NOT RACE BACK TO THE LINE**).
16. **SCORING LAPS:** Laps are scored by the transponder scoring system and/or manual scoring. Laps are counted as complete when the leader passes the start/finish line.
17. **RACECEIVERS:** RaceCeivers are mandatory for every division during all on track activities. Failure to respond to commands given by race control over the raceceiver may result in the driver being black flagged.
18. **TRANSPONDERS:** Transponders are mandatory for every division during all on track activities. It is the responsibility of the competitor to ensure the transponder is working properly. If there is any question about installation or to find out if your transponder is working properly see a Technical Inspector prior to any on track activity.

-Transponder Mounting Locations:

- Modified/Limited Modified: Right side of motor plate
 - Factory Stocks: Right Rear Axle Tube
19. **EXITING VEHICLE:** After an on-track accident drivers may not exit their cars except in an emergency (such as fire or a fuel leak) or if requested by a Race Official. Do not disengage your seat belts or any of your safety equipment until you are directed to do so by a race official unless in an emergency as listed above.
 20. **GOLF CARTS, ATVS, ETC.:** Non-credentialed motorized vehicles including but not limited to golf carts, ATV's, bikes, hover-boards and scooters are not permitted.
 21. **CLEAN-UP:** All personal property brought to the speedway by a team should be removed when they leave. This means tires, racecar parts, drain oil, etc. Please clean up after yourselves.
 22. **INCLEMENT WEATHER/CANCELLATION OF AN EVENT:** In the event of rain or other hazardous conditions it may be necessary to adjust the order of the event schedule, length of races, practices and qualifying sessions or to stop the program completely. Should this occur the Race Director shall make every effort to resume the schedule in a timely fashion. These decisions are the sole discretion of the Race Director and the decision is final.

**Any questions about procedures should be asked in the driver's meeting or discussed with a race official. **