2026 RULEBOOK

Table of Contents

Revision Log **1**
1.0 Organization **2**
1.1 Contacts 2
1.2 Scope 2
1.3 Conduct Policy 3
1.4 Identity 4
2.0 Loyalty Program **5**
2.1 Driver Loyalty Program 5
2.2 Free Car Entry 6
2.3 Travel Money 6
3.0 Pre-Race Procedures **7**
3.1 Registration 7
3.2 Registration Fees 7
3.3 Technical Inspections 7
3.4 Pre-Race Rules and Safety Briefing 8
3.5 Provided Decals 8
3.6 Unplanned Testing Sessions 9
4.0 Points and Payouts **10**
4.1 2026 Points Fund 10
4.2 Rookie of the Year Application Process 10
4.3 Rookie of the Year Eligibility 11
4.4 Points Tie Breakers 11
4.5 Earning Competition Points 11
4.6 Drop Races 12
4.7 Hardship 13
4.8 Special Events 13
4.9 Cancelations or Postponements 13
4.10 Pay to Policy 13
4.11 Collection of Purse Money 13
4.12 Race Purses 14
5.0 On Track Procedures **15**
5.1 Driver Communications and Signaling 15
5.2 Transponders 15
5.3 Flagging Procedures 16
5.4 Initial Starts 18
5.5 Cautions 18
5.6 Lucky Dog Award 21
5.7 Restarts 21
5.8 Racing Off Track 22
5.9 Spin Outs 22
5.10 On-Track Safety Concerns 22

6.0 Event Procedures **24**
6.1 Race Format 24
6.2 Changing Cars 26
6.3 Pre-Race Staging 26
7.0 Provisional and Alternate Starting Positions 27
7.1 Points Provisional Starters 27
7.2 Emergency Provisional Starters 27
7.3 Promoters Option 28
7.4 Alternates 28
8.0 Inclement Weather **29**
8.1 Weather Delays 29
8.2 Postponements 29
9.0 Penalties **30**
9.1 Deception 30
9.2 Tires 30
9.3 Tire Testing 30
9.4 Droop 32
9.5 Conduct 32
9.6 Weight 33
10.0 Driver Personal Protection Equipment **34**
10.1 Helmets 34
10.2 Head and Neck Restraints 34
10.3 Fire Suits 34
10.4 Gloves 34
10.5 Socks 34
10.6 Shoes 34

Revision Log

Revision #	Section	Description	Date
0	General	Issued document.	1/28/2026

1.0 Organization

1.1 Contacts

Joshua Joiner
850-232-9331
Series Director / Owner
Joshua@huntthefront.net

Travis Scott
Director of Competition
864-386-1945
Tscott@htfseries.com

Todd Hutto
Technical
Director 863-
797-7666
sssracing1@aol.com

1.2 Scope

The Hunt the Front Super Dirt Series (HTF Series) rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the HTF Series and are in no way a guarantee against injury to participants.

These rules and/or regulations will apply to all HTF Series sanctioned racing events.

HTF Series officials have full authority over said sanctioned racing events. In the event of any dispute, the Series Director's decision will be final.

All race cars are subject to be inspected by the HTF Series Technical Director at any time during the event.

The HTF Series reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.

Throughout the Rulebook, a number of references are made for particular products to meet certain specifications (i.e. SFI Specs, FIA, Snell, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a

practice is in violation of the SFI, FIA, Snell, etc. program, and voids such certification and therefore will not be accepted by the HTF Series.

1.3 Conduct Policy

The HTF Series is a professional organization and will conduct itself so in its dealings with everyone, including fans, drivers, team members, series sponsors, team sponsors, tracks, and the Press. The Series therefore expects the same from its Drivers, Team Members and Team Sponsors. The Series organizers and officials therefore reserve the right to take disciplinary action against anyone who brings the Series into disrepute by their actions, either on or off the track.

Disciplinary action may also include, but is not limited to, the right of the Series organizers and officials to suspend either temporarily or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of the Series organizers and officials, may have resulted in, or may result in, harm or detriment to the HTF Series, Race Tracks, or Events.

The Series organizers and officials also reserve the right to request the removal of any derogatory or distasteful statements on any race car or hauler. Failure to comply with this request for removal may result in disqualification from some or all the HTF Series Events.

The decisions made, and the disciplinary actions taken, by the Series organizers and officials here under shall not be appealed by the driver, team member or team sponsor affected thereby.

Unsportsmanlike Conduct: Any driver/ crew member/ participant found by HTF Series officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of dirt late model racing, or HTF Series will receive a penalty. This includes any aggressive action toward a HTF Series official by a driver/ crew member/ participant including arguing, yelling, or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to the HTF Series or a HTF Series official. Driver/ Crew Member/ Participants are always solely responsible for the actions of all team members. In the event that a team member shows unsportsmanlike conduct, HTF Series officials may penalize the driver/ crew member/ participant for the actions of the team member in addition to any penalty to the team member for his/her actions.

No driver or crew member may be under the influence of alcohol, drugs or any other controlled substances while competing. The Series reserves the right to require drug testing in order to assist its enforcement of the Series' no alcohol and no drug policy.

Decisions on drug testing and disciplinary action (which may include but is not limited to immediate ejection from a track, a fine of $500.00, a 90- day suspension, and/or a denial of further entry to Hunt the Front Promotions, Inc. sanctioned events) is at the sole discretion of the Series.

1.4 Identity

Any driver entering and competing in a HTF Series event acknowledges and accepts the following: HTF Series and its representatives may use the driver's names, pictures, likeness, and performances in any way, medium, or material, including without limitations by and through, television, radio air- wave: cable and satellite broadcasts, film productions, videotape reproductions, audio-take reproductions, transmissions over the Internet and public and private on-line service authorized by HTF Series and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any other HTF Series sanctioned event, and do hereby relinquish all rights there to for these purposes, provided however that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.

2.0 Driver Loyalty Program

2.1 Driver Loyalty Program

A. Drivers who intend to follow the full HTF Series and compete for the series championship in 2026 have the option to enter the tour's Driver Loyalty Program.

B. Entering the program makes drivers eligible for the following benefits as long as they remain in good standing with the Series:

   i. Free race entry to all HTF Series events.

   ii. Two free pit passes for every HTF Series event.

   iii. Eligibility for $500 Travel Money paid to 10 highest Loyalty Program drivers in - Series points at each track visited.

   iv. Eligibility for series provisionals at HTF Series events (see provisional rules below)

C. The cost to enter the Loyalty Program is $750 if drivers enter and pay before March 1, or $1,000 if paid on or after March 1.

D. Only Loyalty Program drivers in good standing with the series are eligible for points fund money or Rookie of the Year points fund money, and only Loyalty Program drivers are eligible for Series provisionals and Travel Money.

E. Drivers can enter the Loyalty Program at any point in the season. However, to be eligible for Series Provisionals and Travel Money at an event, a driver must have registered for the Loyalty Program at least 48 hours prior to the advertised drivers meeting start time for that event.

F. A driver is considered to be in good standing with the HTF Series as long as all of the following conditions are met:

   i. Any missed points events are accounted for through the two allowed Drop Races as defined in the Drop Race section of the rulebook and/or approved as a Hardship in accordance with the Hardship section of this rulebook.

   ii. The driver, car owner, or any member of the driver's race team has no unresolved penalties, suspensions, or disciplinary actions issued by the Series.

   iii. All fines, fees, or financial obligations owed to the Series are paid in full.

   iv. The driver, car owner, and team members are in compliance with all Series rules, procedures, and conduct standards, including but not limited to technical regulations, sporting conduct, and administrative requirements.

Once a driver no longer meets these requirements, they will immediately

lose eligibility for Driver Loyalty Program benefits, including free entry, Travel Money, points fund money, and Series provisionals, until good standing is restored by the Series.

2.2 Free Car Entry

A. All Loyalty Program drivers no matter their points position will receive free entry to all HTF Series races as long as the driver remains in good standing with the series.

2.3 Travel Money

A. The highest 10 drivers in HTF Series points who are part of the Driver Loyalty Program and in good standing with the Series will receive $500 in additional race payout each time the series visits a track. The 10 drivers receiving Loyalty Program money at a track will be determined by the series points standings before teams travel to the track regardless of any position changes during the event.

B. Travel Money is paid per track, not per race.

C. Travel Money for the early portion of the 2026 HTF Series season will be restricted to returning Loyalty Program drivers. Travel money for the following events will be paid only to drivers who finished the 2025 HTF Series season in good standing and are properly enrolled in the 2026 Loyalty Program:

   Needmore Speedway
   Swainsboro Raceway
   Talladega Short Track

D. Beginning with the April 10–11 events at North Georgia Speedway, Travel Money eligibility will open to all drivers enrolled in the 2026 Driver Loyalty Program. From that point forward, Travel Money will be paid based solely on the current HTF Series point standings entering each event.

3.0 Pre-Race Procedures

3.1 Registration

A. It will be the responsibility of all drivers/ teams to sign in and pay their entry fees prior to the Pre- Race Rules and Safety Briefing. Driver registration will be conducted at the HTF Series official trailer and/or at a designated location in the pit area with starting and ending times designed by series officials. Drivers/ teams registering after the registration closes will be assigned to the tail of the next on-track event.

B. Each driver must read and decide if he/she is going to sign the tax registration portion and the competition and enforcement portion of the registration form to be eligible to compete in a HTF Series event. By signing the form, the driver understands that the rules and enforcement calls and decisions of the HTF Series are final.

3.2 Registration Fees

A. All drivers/ teams will pay a $125 entry fee for each event.

B. Entry Fee must be paid before a team will be allowed to draw for time trials.

C. In the event of a cancellation, or postponement (other than next day), all entry fees will be refunded or held over at teams' request.

D. Entry Fees are collected on a race-to-race basis. Each race will be separate. Entry Fees collected will only be good for that event. Only in the event of a postponement will the entry fee be carried over to a future event.

E. Drivers/car owners who are members of the HTF Series Loyalty Program and who are in good standing with the series are not required to pay an entry fee.

3.3 Technical Inspections

A. The HTF Series will follow the Unified Dirt Late Model Car Construction Rules (including droop) for the 2026 season with exceptions for minimum weight and limits to tire compound options and sizes.

B. Technical inspection will be held at an area designated by the technical inspectors, and all cars must sign in and pass-through technical inspection before going out onto the track. No exceptions. Failure to follow this procedure may result in forfeiture of qualifying time.

C. Any changes or alterations required must be completed, and the race car returned to technical inspection before Hot Laps.

D. After a race car has passed technical inspection, and sticker has been issued, no alterations can be made to the race car. Any changes to any part of the body will result in loss of qualifying time or loss of position in the next assigned race.

E. All race cars are subject to be inspected by the HTF Series Technical Director at any time during the event.

F. If a driver decides that changes need to be made to his/ her car (such as changing tires) once it has been put into position on the starting grid for the A-Main, he may not leave the grid to make changes until the field has been sent off on the warm-up lap. It is the driver's responsibility to return before the one-to-go signal has been given to start from the rear.

G. Any technical inspection that occurs immediately prior to an event is conducted as a courtesy to the drivers. All post-race technical decisions shall supersede any courtesy inspections prior to an event.

H. Any type of car covering including rear car covers are only allowed in a team's designated pit area. Any covering must be removed prior to leaving the pit stall.

3.4 Pre-Race Rules and Safety Briefing

A. Attendance for the Rules and Safety Briefing (often referred to as the drivers meeting) prior to each event is mandatory for all drivers plus one crew member from each team.

B. It is the responsibility of all drivers to know when the Pre-Race Rules and Safety Briefing is and to arrive on time for the briefing. In most circumstances, the briefing will be held prior to hot laps at the HTF Series official trailer. The scheduled time for the briefing will be posted at registration.

C. Any rule, format or schedule changes will be discussed at the briefing.

D. All drivers will be responsible for information discussed at the Rules and Safety Briefing. The briefing is not a social gathering.

E. At all races a roll call of drivers in attendance may be conducted. The penalty for not attending or arriving late to the briefing may be loss of hot laps for any offending driver or team.

3.5 Provided Decals

A. The HTF Series will provide each team with a set of mandatory decals. These decals must be visible on both sides of the car. The HTF Series decal must be clearly visible on each side of the car. The HTF Series is aware of and does not

wish to create a conflict between drivers, teams, and their marketing partners.

3.6 Unplanned Testing Sessions

On the day of race events, no additional practice or testing will be allowed before, during, or after the race night unless the session is open to all series competitors and is announced at least 30 minutes before the session begins

4.0 Points and Payouts

4.1 2026 Points Fund

A. Drivers must be Loyalty Members in good standing to be eligible for points fund awards.

B. Half of posted points fund money will be paid out based on driver points and the

Season			
1st	$50,000	6th	$8,000
2nd	$25,000	7th	$6,000
3rd	$15,000	8th	$4,000
4th	$12,000	9th	$3,000
5th	$10,000	10th	$2,000

Rookie of the Year	
1st	$5,000
2nd	$2,500
3rd	$1,250
4th	$750
5th	$500

A. The Rookie of the Year Standings will be maintained based on the series championship points breakdown.

4.2 Rookie of the Year Application Process

A. Drivers wishing to compete for the Rookie of the Year Award must indicate their intention by completing the online Rookie application form by the posted deadline date.

B. Applications must be received no later than the start of the fifth series event or by May 1, 2026, whichever is earlier.

4.3 Rookie of the Year Eligibility

A. The parameters for eligibility will include but will not be limited to; any competitor that has never competed in an entire previous season; any competitor may not have won more than five (5) declared Series races (qualifying and/or features) in their career; have exceeded a maximum of three (3) declarations of intent to participate for Rookie of the Year in any prior seasons and/or competed in 50% or more series events in a single season.

B. The HTF Series will have final approval on eligibility.

4.4 Points Tie Breakers

A. Any ties in point standings will be broken in the following order:

i. First by number of wins in events where points were earned.

ii. Second by number of second place finishes in events where points were earned.

iii. Third by number of third place finishes in events where points were earned.

iv. Continue by best finishes until the tie is broken.

4.5 Earning Competition Points

A. Every driver receives forty-eight (48) participant points, as long as they pay an entry fee and compete in (at least) Time Trials, Heat Race, or a Last Chance Race.

B. A-Main Points will be awarded as follows:

1st	**100**	14th	**70**
2nd	**94**	15th	**68**
3rd	**92**	16th	**66**
4th	**90**	17th	**64**
5th	**88**	18th	**62**
6th	**86**	19th	**60**

7th	**84**	20th	**58**
8th	**82**	21st	**56**
9th	**80**	22nd	**54**
10th	**78**	23rd	**52**
11th	**76**	24th	**50**
12th	**74**	25th	**50**
13th	**72**	26th	**50**

4.6 Drop Races

A. During the 2026 season, each driver will drop their two (2) worst points events, including absences, from their final championship points total. A driver may miss up to two (2) points events and still remain in good standing with the series.

B. For the South Georgia Showdown events at Needmore Speedway (Jan. 30–31) and Swainsboro Raceway (Feb. 2–3), only a driver's single best finish from those four (4) events will count as a points event and be counted toward championship points. Drivers who do not compete in any South Georgia Showdown events will have those events collectively count as one (1) dropped event and will remain in good standing with the series.

C. For the Memorial Day Weekend events in West Virginia May 22-24, each driver will count only their two (2) best finishes from the three (3) events as points events. Drivers who do not compete in any Memorial Day Weekend events may count those events as their two (2) dropped events and remain in good standing with the series, provided they competed in at least one (1) South Georgia Showdown event and do not miss any other points events during the season.

D. Drivers will begin dropping their first worst points event following the completion of the tour's first points event after the South Georgia Showdown. Drivers will begin dropping their second worst points event following the completion of the Memorial Day Weekend events in West Virginia.

E. Championship Weekend events are not eligible to be dropped. Entering the final weekend of the season, each driver's championship points total will be calculated with their two worst points events excluded. All points earned during Championship Weekend events will then be added to determine the final championship standings.

4.7 Hardship

Hardship points (40) can be earned and continue a driver's points accumulation in the event of a hardship. The hardship points are only available to Loyalty Program drivers with Hardship points will be awarded at the discretion of the series. The hardship points continue at each event thereafter until the driver returns. If a driver

races at an event during a hardship event, the driver will forfeit all hardship points. If a driver who receives hardship points decides to drop from the series, he will forfeit his hardship points.

4.8 Special Events

In a multi-day event, where preliminary events set the line-up for the final event, Championship and Rookie of the Year points will only be tallied from the final event.

4.9 Cancelations or Postponements

If an event is canceled or postponed to a later date after registration has closed, all Loyalty drivers/ car owners/ and hardship recipients will receive fifty (50) points.

4.10 *Pay to* Policy

Purse money will be paid to the payee designated on the Entry Form completed at registration. It is the responsibility of the driver/owner to report the correct tax information to the HTF Series.

4.11 Collection of Purse Money

A. HTF Series officials are not obligated to collect any prize money on behalf of a driver or team. If you have won money, it is your responsibility to collect, or plan, with the Promoter – it is not the responsibility of the series officials. Prize money will not be collected, credited, or otherwise accounted for by any Series official before, during, or after an event.

B. The series reserves the right to hold the purse money to be paid to any driver who has tire samples taken during an event until the tire testing process is completed and race results are made official. The series will do everything in its power to complete the process in a timely manner.

4.12 Race Purses

A. The below will be the standard event purses for the HTF Series unless otherwise noted.

SATURDAY RACES						FRIDAY RACES			
1	$20,000	1	$15,000	1	$12,000	1	$10,000	1	$8,000
2	$10,000	2	$7,500	2	$6,000	2	$5,000	2	$4,000
3	$5,000	3	$4,000	3	$3,000	3	$2,500	3	$2,000
4	$3,000	4	$3,000	4	$2,500	4	$2,000	4	$1,500
5	$2,500	5	$2,000	5	$2,000	5	$1,500	5	$1,200
6	$2,000	6	$1,900	6	$1,700	6	$1,200	6	$900
7	$1,900	7	$1,800	7	$1,400	7	$900	7	$850
8	$1,800	8	$1,700	8	$1,350	8	$850	8	$800
9	$1,700	9	$1,600	9	$1,300	9	$800	9	$750
10	$1,600	10	$1,500	10	$1,250	10	$750	10	$700
11	$1,500	11	$1,400	11	$1,200	11	$700	11	$650
12	$1,400	12	$1,300	12	$1,150	12	$650	12	$600
13	$1,300	13	$1,200	13	$1,100	13	$600	13	$550
14	$1,200	14	$1,100	14	$1,050	14	$550	14	$500
15	$1,100	15	$1,000	15	$1,000	15	$500	15	$500
16	$1,000	16	$1,000	16	$1,000	16	$500	16	$500
17	$1,000	17	$1,000	17	$1,000	17	$500	17	$500
18	$1,000	18	$1,000	18	$1,000	18	$500	18	$500
19	$1,000	19	$1,000	19	$1,000	19	$500	19	$500
20	$1,000	20	$1,000	20	$1,000	20	$500	20	$500
21	$1,000	21	$1,000	21	$1,000	21	$500	21	$500
22	$1,000	22	$1,000	22	$1,000	22	$500	22	$500
23	$1,000	23	$1,000	23	$1,000	23	$500	23	$500
24	$1,000	24	$1,000	24	$1,000	24	$500	24	$500
	$65,000		$55,000		$47,000		$33,000		$28,000

5.0 On Track Procedures

5.1 Driver Communications and Signaling

A. RaceCeiver one-way radios are required to be used in every segment of an event. The HTF Series uses the default frequency of 454.0000 unless otherwise noted. If you do not own a RaceCeiver, the series has new units available for purchase.

   i. Race Director and Head Scorer are the only people permitted to transmit on a RaceCeiver device.

B. Two-way communication devices are not allowed.

C. Lighted and/or electronic signaling devices are not permitted to be utilized. “Signal sticks” are allowed but must not be illuminated.

D. Driver signaling from crew members may only occur in specified areas, depending upon the track configuration. These locations, and locations where signaling is prohibited, will be announced in the Pre-Race Rules and Safety Briefing.

5.2 Transponders

A. Westhold transponders are required to be used in every segment of an event. The HTF Series will allow transponders owned by race teams to be used. If you do not own a Transponder, the series has units available for rental.

B. Transponders must be mounted in an approved mount/pouch on the left front of all cars. In the event of two cars finishing side by side, transponder location will be verified. If it is found that a transponder is not mounted in the approved location, that car will be scored behind the other.

C. The use of a transponder scoring system shall be considered the “official” timing and scoring of an event. Photo/video evidence of disputed scoring will only be utilized if clear and indisputable video evidence exists to refute the official scoring system. This is at the discretion of the Race Director.

D. In the event the official transponder scoring system fails, The HTF Series will make all attempts possible to quickly repair and rectify the issue. If the system cannot be repaired, hand timing and scoring will be utilized.

E. If hand timing is used, no less than two series officials will utilize series owned timing devices to determine timing (qualifying only).

5.3 Flagging Procedures

A. Green Flag

i. When the starter displays the green flag, the track is open for racing.

ii. The green flag signifies the start of any race and/or time trial run.

iii. Passing will not be permitted before the green flag is displayed at the designated point.

B. Yellow Flag

i. When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period.

ii. When the yellow flag is displayed and/or caution lights illuminated, passing will not be permitted unless instructed to do so by HTF Series officials.

C. Red Flag

i. When the red flag is displayed all cars on the racing surface and in the pit areas must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident. Cars are not permitted to move for any reason unless instructed by a HTF Series official. Any car that moves during the red flag without permission will be penalized to the rear of the field. Continued movement under red flag may result in disqualification.

ii. All red flags are considered closed red flags unless HTF Series officials determine it needs to be an open red. In an open red flag a work area may be designated on the racing surface. All cars will be moved to the designated work area on the racing surface before work begins.

iii. Tire changes will not be permitted during ‘open red-flag’ conditions. In the event that a competitor changes a tire during an ‘open-red-flag’ that competitor will restart from the rear of the field on the ensuing restart. Crew members may not begin to work during an ‘open-red- flag’ situation until informed to do so by HTF Series officials.

iv. If HTF Series officials determine that it is a ‘closed-red- flag’ situation, then no work of any kind and/or type may be permitted during the red flag period.

v. During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by HTF Series officials.

vi. If the race is red flagged due to inclement weather conditions and cars have

returned to their pit stall, work and tire changes will be permitted.

vii. Any car that is not involved in the red flag that leaves the racing surface will not be permitted to return to the event.

D. Black Flag

i. If the black flag is displayed, the driver that the flag is being displayed toward must exit the track immediately. If the driver fails to comply, they will no longer be scored from the point the black flag was displayed. In both cases, the driver will be scored last in the running order.

ii. If the black flag is displayed toward a car during a caution period and the car is cleared by HTF Series officials, the car may return to its position in the running order of the race as instructed to do so by the officials.

E. White Flag

i. When the white flag is displayed this signifies that the leader of the race and/or the car that is qualifying has started the last lap of that event.

ii. Once the white flag is displayed and the leader plus three (3)cars have crossed the start/finish line, every effort will be made to race back to the checkered flag. A caution may be displayed at the discretion of the race director in the event of a severe accident, the track is blocked and the leader(s) must pass through it before taking the checkered, etc. If a caution is displayed, the green and white flag will be displayed simultaneously when the race is restarted as one lap will remain.

F. Checkered Flag

i. The checkered flag signifies the completion of the event. All cars must pass underneath the checkered flag to be scored correctly on the final lap of the event.

ii. Any race and/or qualifying attempt is not completed until the checkered flag is displayed.

iii. If, for any reason, the race is run one (1) lap long, the race is officially over when the advertised distance has been reached. If, for any reason, the checkered flag is displayed one
(1) lap early, the race will be ruled complete. If the checkered flag is displayed more than one lap early, there will be a caution and a restart to complete the remaining laps.

G. Blue Flag with Yellow/Orange Stripe

i. The lap flag will be displayed to drivers at the tail of the field who are in jeopardy of losing a lap to the leader driver during green flag conditions.

ii. When a driver sees the lap flag displayed to them, they are to hold the line they have been utilizing to that point.

iii. It is the responsibility of the faster cars to safely navigate around drivers who are at the tail of the field.

5.4 Initial Starts

A. All initial starts will be double file and start at the designated start zone. The start zone will be approximately three car-lengths in distance. The driver on the pole sets the pace and starts the race within the designated start zone. The driver on the pole must maintain a steady pace when entering the start zone. Any change in momentum or orientation of the car will be interpreted as the driver on the pole's attempt to start the race. If the driver on the pole has not accelerated by the end of the start zone, the flagman will start the race.

i. Any driver jumping the original start will be warned.

ii. Drivers jumping the initial start a second time will be moved back a row.

iii. If a driver who is previously moved back a row jumps the original start again, they will be penalized to the rear of the field.

B. If any driver is penalized to the rear of the field before one (1) complete lap is scored, the remainder of the field will be crossed for double file start.

C. A lap will not be scored on the original start and/or any restart unless all cars complete the lap by passing through the start/finish line except for the cars involved in the incident.

5.5 Cautions

A. Caution on First Lap

i. Once the green flag waves, the race is officially underway. On the original start and before one complete lap is scored, if only one car is involved in a caution and stops on the track, that car will restart from the rear. If more than one (1) car is involved in a caution before one (1) lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed.

B. Caution Procedures After First Lap

i. A car who spins on the racetrack, necessitating a caution, will be determined to be part of the accident regardless of whether or not their wheels stop spinning and will be sent to the rear. In an effort to promote driver safety, any driver who spins is discouraged from attempting to continue moving if

potentially unsafe.

ii. In the event of a caution, the car, or cars, involved in the incident that spin or come to a stop on the racetrack, will be sent to the rear. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck) at the discretion of the Race Director, will be given their position back.

iii. If the race director deems obvious and/or egregious intentional contact was made by another competitor, causing a car to bring out a caution, they too will be charged with the caution and sent to restart the race at the rear.

iv. The HTF Series officials will err on the side of driver safety. Cars that fall significantly off the pace without a clear and direct path to pull safely off the racetrack, will draw a caution and be charged with the caution and will restart the race at the rear.

v. In the event of either a caution or a red flag, after one (1) start has been attempted, any car that goes into the pits will rejoin the field at the rear in the order they returned to the track. Lead lap cars who pit and rejoin will line up behind the lucky dog recipient.

vi. In the event of a caution, all lapped cars will line up for the restart at the rear of the field by position on the racetrack, and according to the previously completed lap.

vii. In the event of a caution, the field will line up for restarts in the order of the last completed green flag lap. In order to retain position, a car must have been in position for one (1) scored green flag lap.

viii. Laps will count when the leader plus three (3)cars cross the finish line. This includes cars who are one or more laps down. Split scoring will be utilized to set the lineup if the leader plus three (3)cars crosses the finish line and a lap is scored.

ix. Any driver that spins or stops and is charged with a caution, for the reason of being lapped or is about to be lapped by the leader, and brings out the caution, may be scored one lap down from that point onwards in the race.

x. In the event of an inadvertent caution (i.e., the caution is displayed without a car spinning or stopping, all cars will retain their positions from the previously scored lap.

xi. Any car that spins, is involved in an incident, and/or has a problem but does not create a caution period, will blend back into the field where the driver is able to do so. If a caution is called prematurely, the placement of the car will be where the car blended back into the field.

xii. Any driver, or any member of any team who works on the car during a

caution, while the car is still on be sent to the rear. Only track or series official(s) may work on cars on the track. If the official(s) are unable to fix a problem, they may send the car to the pits. This rule also applies in the event of an accident. Do not get out of your car unless you are prepared to resume the race at the rear of the field.

xiii. As a courtesy, Series officials will attempt to fix minor damage (i.e. pull fenders) during caution periods. Drivers will not be penalized if HTF Series officials pull or repair minor damage. Damage that cannot be repaired or pulled quickly will require a driver to go to the Hot Pit area.

xiv. Refiring a car by repairing an ignition switch or “kill” will require a driver to restart at the back of the field.

C. All cars pitting under caution in the Heat, Last Chance Race or A-Main will be allowed to re- enter the race and will be scored as long as they make the one to go or restart signal. All cars that miss the one to go or restart signal will wait until the next caution to re-enter the race. No cars will be allowed any re-entering of the race once the entire field has gone by the flag stand after a restart. We reserve the right to amend this policy as needed or dictated by the layout of a given racetrack.

D. Drivers will get a minimum of two (2) courtesy laps to change a confirmed flat tire. The courtesy laps begin to count when the official starter indicates that the field is safe, and all cars are out of danger. Drivers will rejoin the event at the tail of the lap they are scored as long as they make the one to go signal restart.

E. A designated hot pit area will be announced at the Pre-Race Rules and Safety Briefing. At tracks where the layout allows for a distinguished hot and cold pit area, cars entering the cold pit area during an event will not be allowed to re-enter the track unless they return before the one to go. There will be no courtesy laps awarded in the cold pit area. Cars who go to the cold pit area can return to the race track at any time, providing a race is not under green flag conditions, regardless of being laps down.

F. Once the caution flag is displayed, cars must slow down. The field will be put into correct running order in a single-file line. All cars one (1) lap or more down to the leader will be placed at the rear of the single-file line. Once the correct running order is established the field will be placed in double-file restart order. The leader of the race will be placed alone in front of the field. Second place car must signal to pre-designated on-track official, choice of either inside or outside. Rest of field will line up double-file.

i. EXAMPLE #1: Second place driver chooses inside. Third place driver goes outside of second place, fourth place driver goes inside, fifth place driver goes outside of fourth place driver, etc., etc.

ii. EXAMPLE #2: Second place driver chooses outside. Third place driver goes inside of second place driver, fourth place driver goes outside, fifth place driver goes inside of fourth place driver, etc. Once field is properly aligned, you will be given the one to go signal.

5.6 Lucky Dog Award

A. In only the A-Main event, at each caution flag the first car that is one (1) lap down to the field will be given back a lap.

i. The highest running lapped car that is not involved in the caution period will be given one (1) lap back. In order to receive the lucky dog award, the driver must remain on the track. If the eligible driver exits the track, no alternates will be chosen. The Lucky Dog recipient may pit during the next caution after the race has attempted to restart.

ii. A driver who is charged with a caution flag is ineligible for the Lucky Dog Award during that caution period.

5.7 Restarts

A. Delaware style double-file restarts – defined as leader alone on front row with remainder of the field double filed behind the leader. Second place will have the choice of the inside or outside lane. The leader sets the pace and starts the race within the designated start zone. The leader must maintain a steady pace when entering the start zone. Any change in momentum or orientation of the car will be interpreted as the leaders attempt to start the race. If the leader has not accelerated by the end of the start zone, the flagman will restart the race.

i. Delaware style double-file restarts will be used in all events regardless of the number of laps remaining unless series officials decide to forgo the use.

ii. Series officials reserve the right to forgo use of Delaware style double-file restarts at any time.

B. All restarts must be nose to tail. The leader may start the race within the designated start zone. The leader must maintain a steady pace when entering the start zone. Any change in momentum or orientation of the car will be interpreted as the leader's attempt to start the race. If the leader has not accelerated by the end of the start zone, the flagman will start the race.

C. Drivers, other than the leader, may not pass until they have passed the original

start zone. Doing so will be considered a jump- start and result in positions being docked by however many cars you pass plus three (3) at the next caution period or at the end of the race.

D. If a caution flag occurs after a Delaware double-file attempt before a lap is completed, the second place driver will re-choose the inside or outside lane and the lineup will be double-file as stated in section A.

E. All lead lap cars, including those who bring out the caution, will be placed in front of lapped down cars.

F. Cars not on track at the time of double file (e.g. in the Hot Pit) shall fill in at the tail of lineup. An attempt will be made to have lead lap cars returning from the Hot Pit in the correct spot, but a caution period will not be extended to accommodate cars in the Hot Pit returning to the correct lineup order after the double file.

5.8 Racing Off Track

A. A driver racing off the racetrack to gain a position may be black flagged and scored last.

B. A driver who is deemed by series officials to have been forced off the racetrack must attempt to immediately re-establish themselves within track limits.

5.9 Spin Outs

A. Any driver that is involved in three (3) single car incidents during any A-Main event that is fifty(50) laps or more in total distance, resulting in a caution, will be black flagged from that event.

B. Any driver that is involved in two (2) single car incidents during any A-Main event that is less than fifty (50) laps in total distance, resulting in a caution, will be black flagged from that event.

5.10 On-Track Safety Concerns

A. During a caution period, if a driver has a personal safety concern or medical issue, they may stop at an infield official for assistance.

i. Helmet Changes: At the discretion of the Race Director, if a driver suffers a broken helmet or helmet accessory, the driver may be granted a helmet change and retain his position.

ii. Medical Issues: At the discretion of the Race Director, if a driver suffers a minor medical issue (i.e. Asthma attack, need of inhaler), the driver may be

given the necessary attention and retain his position.

iii. Heat Advisory: At the discretion of the Race Director, during extreme heat conditions a driver may be granted a bottle of water and retain his position.

B. Other issues will be handled on a case-by-case basis.

6.0 Event Procedures

6.1 Race Format

A. Race Length

i. **For all series points events**, the program will consist of time trials, heat races, last chance races, and a 50-lap feature unless otherwise posted and announced prior to the event.

ii. For events paying less than $10,000 to win, a 40-lap feature unless otherwise posted and announced prior to the event.

B. Hot Laps

i. All Drivers will be allowed one (1) Hot Lap session per day. Hot Laps will be conducted in groups in order, as per the draw. Drivers/ teams are responsible for knowing what group their driver/ team is in. Lineups will be posted at the HTF Series official trailer in the pits. Drivers must Hot Lap in their assigned groups. If a driver does not make it to the staging area in time for his assigned session, that driver will not be allowed to Hot Lap.

C. Time Trials

i. Drivers must Time Trial in the order that they drew. If the driver misses their Time Trial spot, the driver will only receive one (1) lap at the end of the Time Trial line. If the driver uses this option, the driver cannot start better than the first non-transfer spot in a Heat Race. Example: if four (4) cars are transferring, the highest starting position will be fifth (5th).

ii. It is the drivers/ teams' responsibility to be in their Time Trial spot-on time, in most instances, Time Trials will be immediately after Hot Laps.

iii. In a case of twenty-seven (27) or less entrants, heads up Time Trials will be used. When twenty-eight (28) or more entrants are registered, a group Time Trial format (Group A/ Group B) will be used.

iv. Cars will Time Trial two (2) laps back-to-back. Once the green flag is given to the driver to start the Time Trial run, there will be no wave offs. Drivers exiting the track will not be allowed to return to Time Trial.

v. Cars will either be weighed before or after Time Trials, depending on the layout of the current track, and will be announced at the Pre-Race Rules and Safety Briefing. All cars that are judged to weigh light crossing the scales after Time Trials will lose their time and will start at the rear of a Heat Race. If there is more than one car that has been judged light, those drivers will be lined up at the rear of the Heat Races by the Time Trial order.

vi. If a car is weighed before Time Trials and has an issue (i.e. light, flat tire, etc.) a driver can return to their pit area (if scale area and pit are co-located)

and attempt to rectify the issue. The driver will not be waited on and if they miss their spot in the time trial order, they will be subject to rule as outlined in 6.1 C i.

vii. If a car is weighed before Time Trials, once it has weighed, any work performed by a crew member (i.e., tire change) that happens without returning to the pit area, will result in the car being considered out of line and will time trial at the tail of the group as per 6.1 C i.

viii. All cars must cross the scales at their sticker weight during Time Trials. There is no burn-off allowance for Time Trials.

D. Heat Race Assignments

i. Heats will be eight (8) laps unless otherwise notified in the Pre-Race Rules and Safety Briefing for all events.

ii. In the event of Heat Race inversions, the race director will announce the inversions at the Pre-Race Rules and Safety Briefing.

iii. The number of transfers and Heats will depend on the number of entrants and will be announced at the Pre-Race Rules and Safety Briefing. In most cases, twenty-seven (27) entrants or less will result in three (3) Heat Races; forty-eight entrants or less will result in four (4) Heat Races, forty-nine entrants or more will result in six (6) heat races.

iv. No car will be allowed to change Heat Race or Last Chance Race assignment. If it is deemed by the series officials to be a rare and or uncontrollable circumstance, the series reserves the right to allow someone to change their assignment but will start from the rear.

v. Depending upon the number of heats, the top six (6) finishers from three (3) heats, top four (4) finishers from four (4) heats, or the top three (3) finishers from six (6) heats will transfer to the A- Main. All other drivers, in order of Heat Race finish, will go to either one (1) two (2), or three (3) B- Mains.

vi. Immediately following the conclusion of each heat race, the race winner will redraw for their feature starting position. Heat race winners will be the only cars to redraw (positions 1 thru 4 for four (4) heats, and 1 thru 6 for six (6) heats).

E. Last Chance Race Assignments

i. Last Chance Races will be ten (10) laps unless otherwise notified in the Pre-Race Rules and Safety Briefing for all events.

ii. The number of Last Chance Race(s) and transfers will depend on the number

of entrants and will be announced in the Pre-Race Rules and Safety Briefing.

6.2 Changing Cars

A. Drivers may change cars at any time between Time Trials and start of the A-Main. However, any change will result in the driver starting in the rear of his Heat Race, Last Chance Race, or A- Main. If a driver chooses to change cars after Hot Laps, that driver will remain in his drawn position for Time Trials.

B. If a driver chooses to change cars, that driver must present his/ her car for technical inspection before being allowed on track.

C. During a multi-day event, a driver may change cars from one day of the event to the next and retain their assigned starting spot for their next scheduled race.

D. It is the driver's responsibility to notify series officials of any desired change.

E. At all events, once the A-Main has pulled away from the starting grid, no car changes will be permitted.

6.3 Pre-Race Staging

A. Any driver that arrives late to a staging area, either in the pits, or on the track, may be required to start that event from the rear of the field.

B. A tech inspection may occur before each event. It is the driver's responsibility to be in line early enough to pass through technical inspection. If the driver is not in line early enough to pass through tech, this will result in starting the rear of the field or possibly missing that event.

7.0 Provisional and Alternate Starting Positions

7.1 Points Provisional Starters

A. Only Loyalty Program drivers who are in good standing with the Series are eligible for series provisionals.

B. For all Series events, the 23rd and 24th starting spots in a feature field are reserved as paid Series provisionals.

C. In the event that all Loyalty Program drivers qualify for a feature through prelims or all but one qualify, provisionals will be determined by non-loyalty drivers using current points.

D. For the South Georgia Showdown races at Needmore Speedway and Swainsboro Raceway, Series provisionals will be awarded to the two 2026 Loyalty Program drivers highest in the final 2025 Series points who are not already in the main event. Drivers must have registered for the 2026 Loyalty Program to be eligible.

E. Standard provisional starting spot rules based on the 2026 points standings will go into effect starting with the March 22 Series event at Talladega Short Track.

7.2 Emergency Provisional Starters

A. Only Loyalty Program drivers who are in good standing with the Series are eligible for Emergency Provisionals.

B. Other than the South Georgia Showdown events at Needmore and Swainsboro, emergency provisionals will be offered to the four (4) Loyalty Program drivers highest in Series points not already qualified for the starting field. For the South Georgia Showdown, emergency provisionals will be offered in order of drivers' B-Main finishing positions with drivers' qualifying times breaking any ties.

C. A maximum of four (4) emergency provisional starters will be allowed in any A-Main, starting after the qualified field. Emergency provisional starters will be the four (4) highest in points.

D. Emergency provisionals may not be used in consecutive events unless no other Loyalty Program drivers are able to use an emergency provisional. Excluding the South Georgia Showdown, drivers may only use six (6) emergency provisionals during the 2026 season.

E. If a driver chooses to use an emergency provisional, they will receive points for the A-Main finish but will only be awarded payoff for the difference of start money and their A-Main finish. For example, consider a situation where a driver uses an emergency provisional to start 25th in an event advertised as a 24-car field and advances to finish 12th. If that position's payoff is $1,200 and start money is $1,000, the driver will be paid $200. The remaining $1,000 is used to pay start money to the driver finishing 25th.

7.3 Promoters Option

A. The event Promoter has the option to start two (2) additional drivers at the rear of the field. If this option is exercised, the event promoter is responsible for paying the additional positions.

7.4 Alternates

A. The first car not transferring from each Last Chance Race(s) will be designated as alternates.

   i. Order of priority is determined by the Last Chance Race number. The non-qualifier from the first Last Chance Race will be designated the first alternate. The first non-qualifier from the second Last Chance Race will be designated as the second alternate, and so on.

B. Any driver qualified for the A-Main, who is unable to start, will lose his/ her position to an alternate. Alternate drivers will be notified of their positions. Once an alternate driver has been called forward to take a position, the previous driver may not reclaim that position.

C. No alternates will be allowed to start after the field has pulled away from the starting grid. If a driver is unable to make his assigned grid position, the following cars will be crossed, giving away the best positions. Alternates will join at the back of the field, and not in the empty positions.

8.0 Inclement Weather

8.1 Weather Delays

A. In a weather delay situation, HTF Series officials reserve the right to amend the racing format in the interest of time restraints and/or scheduling conflicts. The format change will be made with the race teams and fans best interest in mind. Changes will only be made if an event is in jeopardy of being lost due to rescheduling availability, a time curfew, or inclement weather. Under these circumstances the number of laps for Time Trials, Heat Races, B-Main(s), and A-Main may be shortened.

B. The A-Main must reach the halfway point before an event will be considered a complete event.

8.2 Postponements

A. Should an event be postponed until a later date, all events that have been completed will be upheld upon returning to the rescheduled event. Any driver not present on the previous date may compete upon payment of entry fee. Drivers entering an event in this way will be tagged on to the rear of events that are left to be completed, by the way they sign in.

B. In the event weather should affect the A-Main before the half-way point, the event will be restarted at the point and in the running order it was in before being delayed.

C. If the event cannot be restarted and must be rescheduled for a late date other than the next day, the races will be restarted from the previous portion of the event. Example: If Time Trials are not complete then Time Trials will restart from the first pill position. Heats and/or Last Chance Races will be restarted from the beginning of a given Heat Race or Last Chance Race as long as it is over half-way complete. Feature races will be restarted from the last scored lap.

D. Provisionals will be awarded based on the current rescheduled date standing. A driver must be present at the originally scheduled event, or have received hardship, to be eligible for a provisional at the rescheduled event.

E. Drivers and crew members must retain armbands, or any other pit admission ticket to be readmitted to a rescheduled event. Tracks are not required to refund pit admission unless the event is not rescheduled.

9.0 Penalties

9.1 Deception

A. Any driver or team who, in the opinion of Series Officials, engages in deceitful conduct in an effort to gain an unfair competitive advantage will be penalized at the Race Director's discretion.

9.2 Tires

A. Tire changes will not be permitted once a car has been presented to the starting grid/lineup area. Any cars making a tire change will forfeit their assigned starting position for that race and start from the rear of the field.

9.3 Tire Testing

B. Chemical treating or altering of tires will not be permitted. The HTF Series has a zero tolerance policy regarding the altering or chemical treating of tires and will utilize independent lab analysis for verification. The series will take tire samples at its discretion. Any tire(s) not conforming to the manufacturer's benchmark will be deemed illegal. Any competitor is subject to tire inspections and/or samples being taken at any time during an event.

C. The sample will be taken in three parts, as an A, B, And C sample with location of the tire samples determined by a series official.

   i. The A sample will be sent to the lab; series officials will retain B and C samples. In the event the A sample does not conform to the manufacturer's benchmark, multiple B samples (matching sample A as well as other B samples) will be sent to the lab, where the lab must match A and B samples to the same tire.

   ii. If the B sample yields the same result, the offending team will be notified and given the option to send a representative to the lab to bserve the testing of the C sample and the benchmark.

   iii. Regardless of the team decision to have a representative present, the lab will verify that A, B, and C samples do not match the benchmark, all penalties will apply; there will be no option for an appeal.

   iv. A sample will not be provided to the team.

   v. All tire testing will be done through Blue Ridge Race Labs, LLC.

D. Any driver who refuses tire samples to be taken will be automatically disqualified from the event/weekend, will not be allowed to compete, and will be treated as though the tire was found to be chemically altered.

E. The following penalties may be assessed for a tire found to be chemically altered following certified lab testing:

<u>First Offense:</u>

1. Loss of all series and DIRTcar points from the event.
2. Loss of all prize monies and contingencies from the event.
3. $2,000 fine – payable to the Series.
    a. Fine, prize monies, and any contingencies must be paid/repaid/returned before the offending team can compete in another DIRcar sanctioned event.
4. Pay all tire testing and shipping costs.
5. 12-month probation for owner and driver from the date of the offense.

<u>Second Offense (within 12-month probationary period) team penalties:</u>

1. Loss of all series and DIRTcar points from the event.
2. Loss of all prize monies and contingencies from the event.
3. $2,000 fine – payable to the Series.
    a. Fine, prize monies, and any contingencies must be paid/repaid/returned before the offending team can compete in another DIRcar sanctioned event.
4. Pay all tire testing and shipping costs.
5. 12-month suspension period for owner and driver from the date of the second offense occurred.

F. Series officials have the right to confiscate any tire deemed to be suspicious, at any time on speedway grounds. Refusal for confiscation will result in immediate disqualification from the event.

9.4 Droop

A. These penalties will be enforced on all Time Trials, Heat Races, B-Main and A-Main events:

i. Fifty-one and one-sixteenth of an inch (51-1/16”) to fifty-one and one-half inch (51-1/2"):
   i. Post Time Trials will result in a one (1) row penalty in the original Heat Race line up.
   ii. Post Heat Race, B-Main or A-Main will result in a four (4) position penalty for that event.

ii. Fifty-one and nine-sixteenths of an inch (51-9/16”) to fifty-two inches (52"):
   i. Post Time Trials will result in a two (2) row penalty in the original Heat Race line up.
   ii. Post Heat Race, B-Main or A-Main will result in an eight (8) position penalty for that event.

iii. Fifty-two and one-sixteenth of an inch (52-1/16”) or higher:
   i. Post Time Trials will result in the driver being penalized to the rear of the original Heat Race line up.
   ii. Post Heat Race, B-Main or A-Main will result in the driver being scored last for that event.

9.5 Conduct

A. Any physical confrontation, either on the track or in the pits, will result in the aggressor or aggressors being suspended and/or payment of up to $3,000 fine plus the loss of one-hundred
(100) points. A second offense will result in suspension for the remainder of the season.

i. Any driver who enters another driver’s pit area will be deemed the aggressor. Away from the driver’s pit area, both drivers may be considered aggressors. Drivers will be held responsible for any members of their race team, and the above penalties will apply even if the driver concerned is not directly involved.

ii. Any incidents that occur during the last three (3) championship events of the season could result in penalties being applied at the beginning of the following season.

iii. Any incidents that are judged to be “deliberate acts of aggression”, whether on or off the track, under green, caution, or after the conclusion of the event, will result in penalties being applied up to and including disqualification at the discretion of series officials.

9.6 Weight

A. All Cars will weigh in at the scales immediately before, or following, their Time Trial laps, as per the weight rule and track layout. The transferring cars plus the first car not transferring must weigh in immediately following their Heat Races, and B-Mains.

B. Following the A-Main, the top five (5) that finish the race must cross the scales and weigh in correctly.

C. Any car that does not meet minimum weight after Time Trials will result in loss of time and start at the rear of their assigned Heat Race.

10.0 Driver Personal Protection Equipment

10.1 Helmets

A. A helmet certified to Snell SA2015/FIA-8859-2015, Snell SA2020/FIA-8860-2018, SFI 31.1/2015 or SFI 31.1/2020 is required to be always worn during competition or on the racing surface.

10.2 Head & Neck Restraints

A. At all times during an event, drivers must connect their helmet to a head and neck restraint device/ system certified to SFI Spec 38.1. The head and neck restraint device/ system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained, and used in accordance with the manufacturer's instructions.

10.3 Fire Suits

A. A driver suit certified to SFI Spec 3.2A/5 is required to be always worn during competition or on the racing surface.

10.4 Gloves

A. Gloves certified to SFI Spec 3.3 are required to be always worn during competition or on the racing surface.

10.5 Socks

A. Socks certified to SFI Spec 3.3 are required to be always worn during competition or on the racing surface.

10.6 Shoes

A. Shoes certified to SFI Spec 3.3 are required to be always worn during competition or on the racing surface.