



ROADKILL NIGHTS 2026

TRACK SHOOTOUT — RULES & REGULATIONS

M1 Concourse • Pontiac, MI • Saturday, August 8, 2026

1. Registration Rules & Regulations

- **All vehicles are eligible provided they are a production-based vehicle with a VIN.**
- All vehicles participating in the Track Shootout must pass safety and technical inspection.
- All drivers must be the owner of the vehicle.
- All drivers must be 16 years or older and have a government-issued, current, valid driver's license. Drivers under 18 must have a signed parental waiver.
- DOT-approved tires required on all four corners with a treadwear rating of **200 or higher**. No slicks. All competing classes are subject to the same tire rule.
 - Exception: cars that want to participate but not compete in the classes competition may run a DOT-approved slick or a road racing slick from a major manufacturer, provided a data sheet ensuring the safety of the tire is readily available (i.e., Pirelli P Zero DHG, Michelin S9M).
- NO passengers are allowed.
- No rental cars will be allowed.
- Event limited to driver plus ONE crew maximum.
- Participants will be required to review and sign a liability release/waiver.
- **Snell SA 2015 or SA 2020 helmet required.** The Snell tag inside the helmet must be visually shown during tech inspection. NO EXCEPTIONS. M-rated helmets are not accepted for road course competition.
- For the safety of all participants, each driver must submit to and pass a breathalyzer test if requested at any time during the event.
- All compliance with rules and regulations is subject to the Race Director.

2. Classes

There are three competing classes. All classes run the same course under the same tire rule. Class is determined by engine aspiration and cylinder count as raced.

2.1 FORCED INDUCTION

Entrants include any vehicle utilizing a turbocharger, supercharger, or nitrous oxide. There are no limitations on aerodynamic modifications; GT parts may be used. There are no limits placed on engine modification or power levels. There are no minimum weight requirements; Lexan and carbon composite materials may be used. Note that drivers in this class should be among the fastest in competition.

2.2 NA (Naturally Aspirated — 8 Cylinders or More)

Entrants include any vehicle powered without the use of a power adder (turbocharger, supercharger, or nitrous), with an engine configuration of 8 or more cylinders. There are no limitations on aerodynamic modifications; GT parts may be used. There are no regulations on power levels. There are no minimum weight requirements; Lexan and carbon composite materials may be used.

2.3 NA (Naturally Aspirated — 6 Cylinders or Fewer)

Entrants include any vehicle powered without the use of a power adder (turbocharger, supercharger, or nitrous), with an engine configuration of 6 cylinders or fewer. There are no limitations on aerodynamic modifications; GT parts may be used. There are no regulations on power levels. There are no minimum weight requirements; Lexan and carbon composite materials may be used.

Rotary-engined vehicles: naturally aspirated 2-rotor vehicles are classed as NA (6 Cylinders or Fewer). Naturally aspirated vehicles with 3 or more rotors are classed as NA (8 Cylinders or More). Turbocharged or supercharged rotary vehicles run in Forced Induction.

Class disputes: Final classing decisions rest with the Race Director. Misrepresenting aspiration or engine configuration will result in disqualification and forfeiture of any prize money.

3. Format — Gate-to-Gate Track Shootout

- The Track Shootout is run on a designated portion of the M1 Concourse road course in a **gate-to-gate** time trial format. Timing begins when the vehicle crosses the start gate timing loop and ends when the vehicle crosses the finish gate timing loop.
- Cars are released from the grid individually at spaced intervals set by the starter. Multiple cars will be on course at the same time.
- **PASSING IS STRICTLY PROHIBITED.** This is a competition against the clock only. If you catch the car ahead, back off and maintain a safe following distance. At the Race Director's discretion, a driver whose timed run was compromised by traffic may be granted a re-run.
- A slower vehicle that is caught by a following vehicle may be shown a signal to yield pace or may be spoken to in the paddock; repeated failure to maintain reasonable pace awareness may result in removal from the session.
- Each entrant should receive multiple timed runs across the day's sessions. The timing system captures every run; your **best single run** counts toward final class standings.
- There will be 4 run groups to minimize time between runs.
- In the event of a timing malfunction on a given run, the run will not count and a re-run will be granted where practical.
- Ties are broken by each driver's next-best run time.

4. On-Track Rules & Flags

- Drivers must obey all flag stations, corner workers, and Roadkill/M1 staff instructions at all times. Failure to do so will result in all times being erased and removal from the venue.
- **GREEN FLAG:** Course is live. Run at speed.
- **YELLOW FLAG (standing):** Caution. Reduce speed; incident ahead. No timed runs through a yellow zone — affected runs may be re-run at the Race Director's discretion.
- **YELLOW FLAG (waving):** Significant hazard on or near the racing surface. Slow considerably and be prepared to stop.

- **RED FLAG:** Session stopped. Safely slow to a controlled stop out of the racing line (or as directed), then follow staff instructions.
- **BLACK FLAG:** Return to the pits at reduced speed and report to the Race Director. Used for driving standards, mechanical concerns, or rule violations.
- **CHECKERED FLAG:** Session complete. Finish your lap at reduced speed and exit the course as directed.
- **Off-course excursions:** A run on which the vehicle puts four wheels off the racing surface is invalid and will not count. Two off-course excursions or spins in a single session will result in the driver being parked for the remainder of that session, pending review by the Race Director.
- Contact with barriers, cones defining the course, or another vehicle will end the run and may result in removal from the event at the Race Director's discretion.
- No burnouts, drifting, or exhibition driving anywhere on the course, in the paddock, or on grid.
- Vehicles must be fitted with a muffler or resonator. A turbocharger is considered a muffler.

5. Safety Requirements

5.1 Helmets & Driver Gear

- All drivers must wear a properly fitted Snell SA2015 or SA2020 rated helmet. The Snell tag inside the helmet (under the lining) must be shown at tech.
- Long pants and closed-toe shoes required. Long-sleeved shirts of non-synthetic fabric (i.e., cotton) recommended. No tank tops while on track.
- Use of fire suits is highly recommended.
- The use of a head and neck restraint or neck collar is highly recommended for all drivers.

5.2 Seats & Harnesses

- Replacement of the driver's seat with an alternate seat is permitted. Tube-and-cloth style seats are not recommended.
- The driver's seat must be mounted securely enough to withstand a major impact. An SFI or FIA approved race seat is recommended.
- OEM seats must be used with OEM 3-point seat belts or a Schroth brand 4-point harness with ASM technology only.
- Vehicles equipped with a fixed-back race seat are recommended to use a 5- or 6-point racing harness. If OEM 3-point belts are used with a fixed-back seat, the lap belt must route through the lower two harness holes for proper fit and function across the driver's lap.
- On cars running harnesses, they must be in good condition, properly worn, latched and adjusted, and securely mounted to a harness bar, roll bar, or roll cage only. An SFI or FIA approved harness is required. The lap belt should be worn low and tight across the pelvis. Shoulder belts must have individual mounting points and should not be angled more than 20 degrees from horizontal. Clip-in harnesses must be pinned or wired to prevent release.

5.3 Rollover Protection

- All roll cages/roll bars must be constructed of round magnetic seamless steel tubing and welded; individual components may be bolted in place. The roll cage/roll bar may be welded or bolted to the chassis structure.

- Construction must meet normal professional industry standards. All bends must be smooth and continuous with no signs of crimping or material failure.
- Portions of the roll cage that could contact the driver should be padded; areas that could be impacted by the helmet should be padded with padding meeting SFI 45.1.
- If a 6-point (or more) roll cage is installed, a race seat and proper racing harness must be used.
- **Convertibles/open-top vehicles:** a 4-point roll bar is required for cars without factory rollover protection.
- All roll cages/roll bars are subject to approval by the event safety steward at tech.

5.4 Driver Responsibility

- It is the responsibility of the driver to properly install, maintain, and ensure the proper functioning of all safety equipment.
- All drivers are required to complete, sign, and date the required tech and waiver forms.

6. Technical Inspection

Tech will take place **Saturday, August 8 at M1 Concourse from 7:30 AM.**

Street cars that have stock seats will be self-tech. Cars that are self-teched may be inspected by the tech staff if deemed necessary.

Cars with aftermarket harnesses, roll cage, or modified fuel system must go to safety tech.

Upon arrival, drivers report immediately to registration (see Section 7) before proceeding to tech. At tech, you will be issued your tech card to fill out and will wait your turn for inspection. Please make sure you read these rules before the event. Once inspection is completed and passed, your vehicle will be issued a tech sticker. Only vehicles displaying a tech sticker will be allowed on grid.

Inspection checklist includes, but is not limited to:

- Battery must be secured.
- Fuel cell mounted and vented.
- No visible leaks.
- Coolant catch can required.
- Mufflers required (note: turbochargers count as mufflers).
- Functioning seatbelt and/or SFI harness required, per Section 5.2.
- No loose items inside vehicle.
- Helmet inspection: Snell SA2015/SA2020 tag must be shown.
- Tires: DOT approved, treadwear verified, adequate tread remaining, no cords or cracking.
- Brakes: firm pedal, adequate pad/rotor condition.
- Wheel bearings, suspension, and steering free of excessive play.
- Lug nuts/wheel fasteners torqued; hub-centric hardware secure.
- Throttle returns freely to closed.
- Tow hook or tow point identified (recommended and marked).
- Numbers/class markings legible on both sides of the vehicle. 3-digit numbers are required.

7. Registration & Check-In

Upon arrival, drivers report immediately to registration before tech inspection. You will need to have your one crew member with you when you check in, since you will both be required to sign the waiver. Once you have completed check-in and signed the waiver, you and your crew member will be issued your registration wristbands and your vehicle credential.

After registration, proceed to tech inspection (Section 6). When your vehicle passes tech, it will receive a tech sticker. You are only allowed one crew member and there are zero exceptions to this, so please don't ask. Once you've finished tech, please head out to clear space for other racers.

8. Paddock & Trailer Parking

Gates to the Track Shootout paddock will open at 7:00 am Saturday. Do not arrive earlier, as there is no area to stage vehicles outside the entrance. Make sure your vehicle decal is on your entry vehicle and that you and your one crew member are wearing your wristbands.

Because street-legal status is not required for the Track Shootout, **trailers are permitted for Track Shootout competitors to drop off cars and a small amount of equipment** (at the end of the event, cars will be escorted from the track; all equipment must fit in the vehicle). After unloading, trailers must be moved to the designated trailer parking area. Trailers are not permitted in the spectator event area or the drag racing pit area. Once unloaded, your competition vehicle will be assigned a paddock spot for the remainder of the day. There is no room for pop-ups, grills, etc. in your paddock spot.

9. Drivers Meeting

The Track Shootout drivers meeting will take place at **9:00 AM Saturday at Registration**. This meeting is 100% mandatory and there will be a roll call. The Race Director will cover course layout, flag stations, release procedure, and how the event will run for the rest of the day. **If you do not make the drivers meeting, you will not run.**

10. Grid & Release Procedure

You will remain in your assigned paddock spot until your run group is called to report to the grid. Staging will start at one end of the paddock and work down to the other end. Cars will be released one by one once adequate space between cars has been met.

Anyone caught jumping into the grid before being told to report will lose all of their times and will be asked to leave the Track Shootout area — no exceptions. If you feel you were skipped, report to the grid marshal and ask to speak with the Race Director; do not take it upon yourself to jump in line.

On grid, follow the starter's instructions. Do not launch until signaled. Out-laps and cool-down procedures will be covered at the drivers meeting.

11. On Track / During Your Run

Once released, you must follow all instructions of Roadkill and M1 staff at all times. Failure to do so will result in all of your times being erased and removal from the venue. Safety is our #1 priority at all times, and you must conduct yourself in a safe manner at all times. After you have completed your run, decrease speed to 10 mph in the hot pit and return to grid for your next run. Runs will continue until the session is over. Pit lane and paddock speed limit is 10 mph.

12. Post Event

The Track Shootout is scheduled to end at approximately 4:30 pm on Saturday.

The end of the Track Shootout is during the time that the drag races are running. Track Shootout cars will be released from the facility at the same time with a police escort. Cars that were trailered to the event will have an escort to trailer parking.

13. Cash Payouts

The Track Shootout has cash prizes for all classes:

- **1st Place = \$500**
- **2nd Place = \$250**
- **3rd Place = \$100**

Winners must be present at awards with credentials to collect. Payouts are forfeited by disqualification.

14. Penalties & Disqualification

- Passing another vehicle on course: run disqualified; second offense results in removal from the event.
- Failure to obey flags or staff instructions: all times erased; removal from the venue.
- Unsafe driving, contact, or exhibition driving: subject to immediate removal at the Race Director's discretion.
- Failed breathalyzer, alcohol, or drug use: immediate disqualification and removal.
- Misrepresentation of class (aspiration/engine configuration): disqualification and forfeiture of prize money.
- All decisions of the Race Director are final.

15. Event Summary (Quick Reference)

- Gate-to-gate Track Shootout on a designated portion of the M1 Concourse road course
- Cars released individually at spaced intervals — strictly no passing
- Best single run time wins; ties broken by next-best run
- Three classes: Forced Induction, NA (8 Cylinders or More), NA (6 Cylinders or Fewer)
- 4 run groups to minimize time between runs
- Tires: DOT approved, 200+ treadwear, no slicks
- Street-legal status NOT required; trailers are only allowed to unload and then must be moved to the designated trailer parking.
- Snell SA2015 or SA2020 helmets only — the Snell tag is located inside the helmet, under the lining
- Saturday: Paddock gates open 7:00 am • Registration opens 7:00 am • Tech opens 7:30 am • Drivers meeting 9:00 am • Track Shootout sessions 9:30 am – 4:30 pm • Awards 5:15 pm
- Purse: \$500 / \$250 / \$100 in each class