

FLAMBORO SPEEDWAY

2008 OFFICIAL RULE BOOK

**General Rules
Late Model Rules
Thunder Car Rules
Mini Stock Rules**

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Flamboro Speedway 2008 Official Rule Book

Flamboro urges you to carefully study these 2008 rules and become familiar with all aspects of Flamboro Racing. By **YOUR** participation in race events at Flamboro, competitors will be deemed to have agreed to comply with these rules.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all events, and the participants are deemed to have complied with these rules.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit minor deviation from any of these specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF THE SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is **FINAL**.

FLAMBORO SPEEDWAY

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IN ACCORDANCE WITH FLAMBOROUGH TOWNSHIP BY-LAWS, THE FOLLOWING RULES SHALL APPLY AND WILL BE STRICTLY ENFORCED.

- A) No stopping or parking on the public road (Conc. 5). Participants must enter the speedway property and line up one behind the other - 2 or 3 abreast as needed. (Leaving the entrance and on-property road-ways free and clear.)
- B) Every one must vacate the Speedway property by 12:30 a.m. with the exception of those cars that are under protest or being teched.
- C) NO overnight camping allowed on Speedway property.

GENERAL RULES

1. Before entering the pit area, all passengers, crews and family must exit the vehicles and use the "pedestrian" walk-through gate.
2. All drivers and crewmembers entering the pit area must sign a release form (waiver sheet) in person. Anyone caught forging a name on any release form will be ejected from the facility and may be subject to criminal charges.
3. Drivers under 18 years of age must present a notarized release in writing from his/her legal guardian or parents prior to competing or being allowed onto the racing surface.
4. No drinking of any alcoholic beverages or use of drugs allowed in pit area prior to or during racing events. The Race Event is not considered complete until the final checkered flag of the final race has been shown. Any person with signs of alcohol or drugs about him/her will be removed from pit area and may receive a further suspension of a minimum one-race meet.

ANY RACE MEET SUSPENSIONS ISSUED WILL BE SERVED VIA COMPLETED EVENTS ONLY. Rained-out events will NOT be considered as having served the suspension.

5. No radios or electronic means of communications, other than the **track-mandated one-way radio system**, will be allowed in pit area or race cars. Late model division excluded. Each driver on the speedway, including Late Model, is required to have a receiver capable of monitoring "speedway control" at **451.7125uhf** (channel 138 on the Race-ceiver). This frequency will be used to communicate race information to the drivers on the speedway.
6. Upon entering pit area, all cars will be subject to a safety inspection by Pit Stewards. A bright coloured sticker will be placed on the windshield to signify car may proceed on to track for warm-ups. No car is allowed on the track until driver has signed in with the handicapper in Pit Tower, Driver who signs in car must race same all night.
7. Whenever possible, warm-up laps will be allowed before race time. No cars allowed on track unless management gives approval.
8. Ambulance and Fire truck must be in position. Any warm-up laps after the start of the racing program will be up to the discretion of the officials. Under no circumstances will a car be allowed practice laps once the race program has begun.
9. There will be a DRIVERS MEETING at each race event and it is mandatory that all DRIVERS attend. At this time there will be no running of engines (generators or car engines) in order that everyone can hear the information and instructions.
10. Any driver, car owner, crew member or anyone engaging in abusive, threatening and/or fighting behaviour on the track or in the pit area shall be subject to suspension. Penalty will be loss of all points and money accumulated for the race meet, and/or further suspension.

11. No driver, car owner, crew or family member shall subject any track official to abuse, ridicule or improper use of language at the track at any time. Penalty will be a fine (\$200.00) and/or suspension with loss of all points and money accumulated for the race meet, and/or further suspension for up to one calendar year.

12. Anyone who, by word or deed, disrupts, impedes, jeopardizes or in any manner hinders the smooth and orderly presentation of the racing program, or anyone who commits, or causes to be committed any action detrimental to the racing program at the Speedway, shall be held responsible for their actions and will be held personally responsible for any losses incurred by the Speedway. Penalty could include a lifetime suspension to the offender(s).

Drivers who intentionally delay the race program on the speedway by forcing or awaiting a caution flag unnecessarily will be penalized by disqualification from that race.

13. No individuals or representatives or any group will be recognized in any discussion or dispute unless he/she is a registered driver and has submitted appropriate protest forms.

14. No participant or crewmember is allowed on the track at any time, either prior to or during the race meet, unless an official in charge gives permission. Penalty will be disqualification for the balance of the race meet to driver of car involved, plus any further penalties deemed appropriate by track officials.

15. RACE RULES

(a) Any driver who willfully disobeys a flag, light signal or direct instruction via the one-way radio system will be subject to any penalty deemed proper by the starter.

(b) On all original starts, cars are to line up 2 abreast. No passing allowed before the start/finish line. Cars are to maintain a pace equal to that set by the official pace vehicle, and must maintain that minimum pace once the pace vehicle leaves the track. Pole sitter must NOT reduce the pace heading to the green flag or he/she will face a penalty. On re-starts, cars are to line up 1-2-3 and then double. On restarts passing is allowed once the green flag/light is shown. Cars moving out of line or jumping before the green will be penalized positions accordingly. Same rules apply as on original start with regard to maintaining speed and accelerating to the green flag.

(c) Any driver who gets out of his/her car after the start of a race will automatically assume scratch position. Any driver stopping on the track, other than to consult with the starter at the starter's instruction, will assume scratch position.

(d) No repairs of any nature and no refuelling will be permitted on the track at any time. Penalty will be disqualification from race. A car may pull to the infield and driver ONLY may make minor repairs (e.g.) Pulling out fender, and assume scratch position on return.

(e) Once a yellow flag is shown, all cars must remain in single file within a reasonable distance of each other. Lead car is responsible for maintaining the proper speed (as indicated by starter or pace car.)

(f) In the event of an accident in the last lap that constitutes a yellow or red flag, the race will be called complete, with the cars involved in the accident being placed at the back.

(g) In all finishes, cars will be paid or awarded points according to most laps travelled in the least amount of time, regardless of whether the car is still running or not.

(h) In the event a race must be stopped due to a serious problem, it can be called complete at the official's direction. A race may be called complete at any time after the halfway mark. On all restarts, the line-up will be taken from the last completed lap with accident cars assuming scratch position. A lap is considered complete when the lead car crosses the start/finish line.

(j) Cars considered to be involved in an accident are: cars physically involved, spinning out, going backwards or drastically off the track at, or during the time of the yellow or red flag being shown (except when track is completely blocked). Decisions will be at the Starter and Scorer's discretion. Cars that spin and deliberately wait and force a caution flag will be penalized.

(k) Pull to the infield (well off the track) if experiencing difficulty or if shown the black flag.

(l) Unless otherwise stated at a driver's meeting, any car that goes off the track by four wheels may return to the race, only in a safe manner, without jeopardizing the race in progress. If driver is responsible for any accident or incident while reentering the race, he/she will be subject to disqualification and/or suspension.

16. If the field is wet and muddy, any car that enters the infield during a race in progress will not be allowed to resume racing. This will be known as "the infield rule."

17. No car is to enter the track from the pits after the white flag has been displayed, unless authorized by the flagman. Track will be "closed" once the pace vehicle leaves the track surface. Any car not taking the original green for the race in progress will not be allowed to enter the race.

18. Cruise lap to be run on inside of track - obeying all signals from track officials. On victory lap, winner will cruise on the inside portion of the track, stopping in front of the starter's stand.

19. All cars must surrender the right of way to Ambulance, Tow Trucks and Track Maintenance Crews.

HANDICAPPING RULES

20. All drivers must draw for starting positions each night. All drivers must qualify for the feature based on the format decided by the Speedway.

HANDICAPPING SYSTEM

Heat races will be set up based on the current day driver's draw except for cars asking to scratch. All drivers **MUST** draw for position upon sign-in.

Cars asking to scratch will be placed at the back of each heat race line-up, consi and feature for the night. Asking to go scratch means the driver must run scratch for the full event.

All drivers will start the heat races in the spot determined by the draw, provided they are in good standing and have signed-in according to track policies.

Current day penalties will be considered in the scoring of points and placement in the starting fields for subsequent races. A driver given a DQ for the night (no points, no money) will be prohibited from further competition at that event, subject to determination by the Race Director.

Consi Race Line up:

The consi line up will be set up based on the results of the current day heat races in the following order:

1. Cars that finished the heat races but did not reach qualifying positions for the feature, but remain in good standing (no penalties on track or in tech inspection). Cars will be placed into the Consi as best finishing non-qualified driver from the first heat, best finishing non-qualified driver from the second heat, best finishing non-qualified driver from the third heat, second-best finishing non-qualified driver from heat one, second-best finishing non-qualified driver from heat two, second-best finishing non-qualified driver from heat three, etc.
2. Cars that started, but did not finish but remain in good standing (no penalties on track or in tech inspection). They will be added in the same way described above.
3. Cars that did not start in the current day heats and are able to race.

4. Cars that were penalized on track or in tech inspection, subject to the decision of the Race Director.
5. Cars asking to scratch.

Feature Race Line up:

When setting up the feature line-up, *average points* will determine the order. Average points are defined as total points earned divided by the number of events each individual driver has run (not events run at the speedway). Where two drivers are assigned to a car, the average shall be determined by the number of points earned by the team drivers divided by the total number of events the team has run. New cars or first-night racers shall be considered as zero points, divided by zero nights run, an infinite number considered the highest possible score, and shall be placed into the line-up accordingly.

When setting up the feature race line-up, the qualified cars from the heat races, to a maximum of 18, will be inverted according to the definition above. Non-qualified cars will be added to the feature based on heat finishes, or, where a consi has been run, according to the consi finish.

A full field for any event shall be considered to be 24 cars (30 for Mini Stock), subject to additions per promoter option or provisional. Any cars starting a race via a promoter option or provisional shall start behind the qualified cars from both heats and consi races. At no time shall a full field of cars exceed 30. Field size for special events will be advertised in advance of the event.

Provisional starting positions shall be defined as past champions of Flamboro Speedway for the division in which the driver is to compete (Late Model in Late Model). All other decisions to place a car into a feature race behind qualified cars will be considered Promoter's options and will be made solely at the discretion of the promoter.

Cars that ask to "scratch" will be placed at the very back of the feature race line up, provided they qualify via heats and/or consi.

Any penalties, either on-track or in tech inspection, shall be reflected in the feature line-up at the direction and discretion of the Race Director, and points earned at those events under those circumstances will be used in calculating the points average.

A driver serving a DQ or suspension (no points, no money) shall not have the event included in the calculation of his/her average. The average shall only be calculated from events where points have been recorded, thus the DQ or suspension will not impact the driver points average.

Point scores will be kept for all participants for the purpose of handicapping, however only those drivers who have registered in accordance with the track's policies and have met the necessary criteria as set out in the rule book will be eligible for point fund and contingency awards.

Non-member cars and first-night cars will be permitted to attempt to qualify for the feature per the draw, and will qualify to the feature accordingly. No penalties are assessed, but their race point average will be calculated based on participation at Flamboro Speedway, and that average will be used to calculate their starting position.

Flamboro Speedway reserves the right to request and require a driver to start in other than their assigned position where the officials determine that the driver (by talent, ability, skill or mechanical issue) may pose a danger to himself/herself or others. The driver will be consulted by the Race Director prior to such ruling be imposed. Failure to comply with the request will result in disqualification or suspension.

Cars will be numbered using a maximum of two digits, 0 - 99, 00 - 09. NO letters or symbols will be allowed. Car numbers will be assigned by the Speedway. Numbers shall be on both sides of car (and on roof), block style numbers only, in minimum 24" by 3" wide letters (roof numbers read from right side) and in a **contrasting** colour to car. All numbers must be visible to and legible to the scorer's tower on the front straightaway. Reflective type silver and/or gold numbers are not allowed. Officials may require a change to numbers deemed "unreadable." Failure to make the changes may result in the car not being scored. A minimum 4" high number on both headlight and tailgate caps is required.

Each driver must be a registered member of the track in order to accumulate points. It is the driver's responsibility to see that the race handicapper is notified of any and all changes. **ANY DRIVER WHO FAILS TO REPORT** will start scratch for the heats. Any driver asking to start scratch will start scratch for both heats and feature.

All line-ups will be posted prior to race time. Driver is responsible for knowing his/her starting position. Failure to take the assigned /position in the pit line-up prior to the race will result in forfeiture of position. Any questions regarding starting positions must be directed to the race handicapper. Any questions regarding finishing positions must first be directed to the handicapper who will then consult with the Head Scorer.

PROTEST PROCEDURES

21. Protest forms may be obtained from the track handicapper in the pit tower. Protests are to be handed to the handicapper after the completion of a race - NOT DURING. Protests will only be accepted from a registered driver. Every attempt will be made to resolve formal protests before the conclusion of a race meet, however; if this is not possible, track management will, at their discretion, hold back all pay-offs, points and positions until a fair decision can be reached. All parties concerned will be informed of the results before the next scheduled race meet whenever possible. All decisions are final. Anyone who persists in arguing with, or striking an official will be fined or suspended or both. **AT NO TIME** is any driver or pit crewmember allowed to approach the starters' or scorers' towers to dispute a decision prior to the final checkered flag of the event. Any protests involving a scored finish must be handed, **in writing** to the handicapper within 10 minutes of the completion of the protested race. Any technical protests must be handed to the Chief Pit Steward, within 10 minutes after the completion of the race in which the protested car has just competed. Officials will not discuss or consider any protest not submitted in writing.

A visual inspection, i.e. without the use of tools or equipment, must be accompanied with a \$30.00 protest fee. A cube check will also require a \$30.00 protest fee.

TEAR DOWN

If the protest involves the tear down of a competitors' engine, the protest fee is \$100.00. The driver protesting must remain at the track until the tear down has been completed. If the engine is found to be illegal, the full amount of \$100.00 will be returned to the protester and track management will assess the penalties. If the engine is found to be legal, \$100.00 will be awarded to the driver of the protested car.

Cash must be presented to the handicapper (obtain a receipt) before the start of the Feature race.

During inspection of a protested car, the only authorized persons in attendance shall be the registered driver and or registered owner of the **PROTESTED** car. The Chief Pit Steward may request weight, cube or engine teardown at any time. Track will pay legal car \$50.00 for teardown. No pay for cube or visual check. Pit Steward may require both heads and or oil pan or any other part(s) to be removed to check legality.

FLAG RULES

GREEN FLAG: START of the RACE: a car that is not on the track when the green flag is displayed may not enter the race.

YELLOW FLAG: The yellow flag signifies caution and will be given to the first car passing the starter. All cars must immediately slow down and fall into a single line until a line-up is established. No car may, unless directed, pass. Failure to take up position indicated by track officials could result in disqualification from the race. A driver may request a scorer's check on position. Decisions then become final.

RED FLAG: The red flag means there is danger in continuing the race. All cars must, as quickly and, as safely as possible, come to a complete stop. Anyone disobeying the red flag will be disqualified. Starter or track maintenance will motion any car(s) to move for reasons of safety.

BLACK-ORANGE CIRCLE FLAG: This flag signifies that the officials feel your car is unsafe or a danger or hindrance to the race in progress. Go to the infield immediately.

BLACK FLAG: The black flag will be given to any driver who, in the judgment of the starter, is unable to continue the race for any reason, including unnecessarily rough driving, failure to maintain competitive speed, blocking or any other reason. Failure to obey the black flag will result in disqualification from the race and/or possible suspension.

WHITE FLAG: On all starts and restarts, the white flag signifies one lap before the green. The white flag will be shown one lap before the completion of the race. Once the white flag has been shown and a caution situation occurs, the checkered flag will immediately follow and the race will be called complete. The scored finish will be taken from the white lap with accident cars being placed at the back in accordance with their running positions and laps completed.

CHECKERED FLAG: The race is over.

NOTE:

Flamboro Speedway management reserves the right to accept or deny any membership, entry, admission fee, or participation in any racing event.

Rule Book Disclaimer

The rules and/or regulations set forth herein, as general and for each division, are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participating in these events all participants are deemed to have complied with these rules.

No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participant, spectator or official. The race director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The Management