

SUNSET SPEEDWAY

GENERAL TRACK RULES - 2006

All competitors are responsible to familiarize themselves with, and are subject to all policies, rules and regulations set forth herein; as well as those which may become effective during the racing season. Rule information that is posted on the pit bulletin board, which may amend or update these rules, shall become effective when posted.

The registered driver shall assume full responsibility for the car and all members of their crew. The drivers shall serve as the sole spokesman for the car and the crew. The registered driver shall carry all points and handicaps for the car.

1. PIT RULES

a) Everyone must sign a release waiver form at the pit gate. People not signed in during the racing event are considered trespassers and are not covered by the liability insurance provided by the speedway. The entrance fee shall be posted on the pit gate each race night.

b) Any person under the age of 18 years must have a release form signed by their legal guardian and presented to track management before they are allowed to compete or enter a restricted area. Drivers aged 14 to 17 years must possess a valid driver's license or those that do not have a valid driver's license must have a notarized release from their legal guardian. Sunset Speedway reserves the right to reject any car or crew for any race event.

c) The speedway will open 3 hours prior to the race time for cars to book in. No car will be permitted into the pit area until such time as it is signed in properly. No car will be permitted on the speedway until the ambulance personnel and/or fire and rescue are present.

d) All drivers and crew must vacate the speedway property within one (1) hour of the completion of the racing, unless there is a special program taking place on a given race night. Under no circumstances will Sunset Speedway be held responsible for property left on the premises.

e) On any given race night, any car may be subject to a weight and equipment check, prior to an official finish being declared. Cars found illegal at that time may lose all points and money won that night (depending on the severity or the disqualification). Any car that refuses inspection at the request of the track staff or as the result of a protest will be declared illegal.

- f) The driver will be held responsible for the actions of themselves, as well as their crew, on and off the speedway, and should govern both their actions and those of their crew accordingly.
- g) Fighting, or striking any track official will result in a suspension of driver and crew, for all parties involved. Depending on the circumstances, permanent suspension may be imposed by track management.
- h) Drivers and crews who have been suspended from competition for a period of one week or more could also be suspended from competition at other race facilities for the same length of time. After consulting with the other track promoters on the seriousness of the suspension, a decision will be made as to whether the suspension will also be enforced at the other raceways. It is the driver's responsibility to find out whether the suspension will be in effect at the other speedways.
- i) Alcoholic beverages and controlled substances are forbidden on speedway property during any race event. Any driver found to be consuming either items in the pits, or found to be under the influence of it would be suspended for the balance of the race meet. Any subsequent offence may result in suspension for the balance of the season or longer.
- j) All drivers and crew must be clean and neat in appearance at all times when on speedway property.
- k) All drivers in 4 Cyl.RR, TC & LM must wear a complete approved fire suit of the Nomex type, properly fitted and capable of being properly fastened. (Nomex type gloves, socks, underwear, contoured neck collar, balaclava and racing shoes are highly recommended but not compulsory). Fire suits must be clean and free of grease and oil. No nylon shoes. Same equipment recommended for the Four Funs. Long sleeves and pants are mandatory for the Four Funs.
- l) All drivers must wear a properly fitted crash helmet free of visible damage, with a proper fastening device, meeting at least 2000 Snell standards. It is highly recommended that all drivers in all divisions wear approved goggles, Hans, Hutchins or G-Force type device and full-faced protection when on the track.
- m) All cars will be subject to a full safety, technical and weight inspection. Cars that pass this inspection will be issued a current inspection sticker to be placed on the upper left hand corner of the windshield. Any car that is not properly prepared will not be allowed on the track until such time as corrections have been made to the satisfaction of the tech staff. On opening day or any time a new car arrives at the speedway, the duty of the track (techman) is to check for safety items, only. Technical specs of a legal or illegal nature are the responsibility of the driver. Visiting cars can race two (2) weeks without registering. A two week grace period will be allowed to conform to Sunset Speedway tech rules provided there is no performance advantage as determined by the techman.
- n) Any driver not respecting a track official or pit steward with regards to speeding in the

pits or on the on/off ramp will be suspended for a period of time determined by the track management and be subject to the loss of money and points earned in the race.

2. OFFICIAL WEIGHING AND HEIGHT PROCEDURE

- a) The only official weights shall be those taken on the track scales operated by track staff.
- b) Cars shall be weighed as they leave the track with no topping up of car or driver. If a car has been selected for weight inspection, they may not go to their pits prior to being brought into the tech area.
- c) A car will be weighed with the driver in the seat with the belts fastened, their hands on the steering wheel, their feet on the pedals and their helmet on their head.
- d) If the first weight taken of a car by this method shall show the car to be under the allowable weight minimum, the driver will be notified and has the right to request a second weighing before the car leaves the tech area.
- e) One time per year, in the feature, if a car is 1 to 20 pounds under the minimum, or up to 1% off the ratio the car will lose 2 spots off its finishing order. If the weight is 21 to 40 pounds under the minimum, or over 1% but not over 2% of the ratio the car will lose 4 spots off its finishing order. Affected cars will move one spot forward.
- f) One time per year, in the feature, if a car's height is up to 3/8" lower than the minimum height it will lose 2 spots off its finishing order. If its height is 7/16" to 3/4" lower than the minimum height, it will lose 4 spots off its finishing order. Affected cars will move forward one position.

3. DISPLACEMENT CHECKING

- a) The displacement and compression of any engine shall be determined using the approved P & G Meter (Boob Tube) and/or the whistler as provided by the speedway. A minimum of three (3) readings will be taken and the calculations thus derived will be considered official. A driver who disputes the findings of the P & G Meter readings, may, at his expense remove a cylinder head for a physical measurement. Cars found over the legal displacement or compression will be disqualified and subject to penalties as detailed in 1.(e).

4. PROTESTS

- a) Protests shall be limited to only those items which may give an alleged illegal car a distinct advantage in competition. All protest must be in writing on the approved form and must be signed by a driver in the same division, who is signed in and competing on that night and who has competed on the two previous night.
- b) The protest form must be accompanied with the sum of \$250.00 in cash or certified

cheque, made out to Sunset Speedway. The protested car will be taken into the tech compound immediately following the featured race. Only the driver and three crew members of the car will be allowed in the compound during inspection. After the inspection, the tech staff will make the decision as to the legality of the car (or part in question) and it shall be considered binding. If the car is found to be legal, \$200.00 will be given to the driver of the car protested. In the event the car is found to be illegal, \$200.00 of the protest fee will be returned to the protestor and the protested car will be disqualified and subject to penalties as detailed in rule 1.(e).

c) The protestor of a racecar cannot be protested on the same race night.

d) If the decision of the tech officials is not satisfactory, an appeal may be made, prior to either party leaving the tech area, to the track manager. After discussion with the tech officials and track manager, a levied decision will be final.

e) All protests must be made prior to the race of the car being protested. No protests will be accepted once the cars are on the track or at the end of the race. The driver must hand this protest to the pit manager. No one other than the driver may hand in a protest.

5. TRACK REQUESTED TEARDOWNS

a) When the speedway requests a teardown the following money will be paid, providing the car is found to be legal.

1. intake manifold.....\$50.00
2. intake manifold and cylinder head.....\$100.00
3. Thunder car engine pan.....\$30.00

6. POINTS AND HANDICAP

a) The driver, not the car, carries the points handicap. The handicap will be based on the total points accumulated in the best three of last five race night's features. Features missed due to no-show that night will receive sixty-four (64) points per night for handicapping. Failure to make a feature (mechanical etc.) - no calculation that night.

b) Priority to qualify for the mid-season and season-end championship races will be given to all races who have competed for three or more race nights prior to each of these events.

c) In order to qualify as a rookie driver, the driver must have never run more than three nights of racing in any one season at any track or tracks in a class equal to or faster than the class you are racing in this season.

7. TECH AREA

a) Tech men, steward or other officials will not be held responsible for any accidents incurred on or off the race track.

b) The tech officials have the right to choose who they wish to be teched after any race.

c) Cars being teched must go directly to the tech area, Cars will be allowed the driver and two crew members only in the tech area. The driver and two crew members must stay with the car at all times in the tech area. Drivers or crew members leaving the tech area for any purpose other than allowed by the tech person (s) or track personnel will be subject to disqualification. The tech area is defined as the area where all the cars that have been called in for technical inspection are lined up.

d) Consumption of alcoholic beverages in the tech area is strictly prohibited.

8. PRIZE MONEY

a) All prize money won will be distributed at the pit booth as the cars sign in for the following week of racing. Only the registered driver will be permitted to pick up the winnings, unless prior arrangements have been made with the track manager. In the event that a competitor will not be able to return the following week, he should advise the track manager so that the payout can either be held until the next week, or forwarded by mail once the scoring sheets have been verified. With the exception of the season finale and invitationals, no money will be paid out on the same night.

b) In case of ties, money and points for the tied position and the position following will be added together and divided equally between the two cars in question.

9. DRIVER'S MEETING

a) Driver's meetings may be held after practice approximately 20 minutes prior to the start of the race meet. This is a mandatory meeting that if you are signed in to compete, must be attended. If for some reason you can not attend this driver's meeting you need to contact the pit steward or track manager and inquire as to what was said of any importance that may effect you as a competitor. Most of the on-track officials will also be required to attend this meeting to answer any questions you may have. Mostly this meeting is to advise you of the night's program and any changes that are being made either temporary or permanent. When this meeting is called it is mandatory that your motor and generator be shut off so that all drivers can hear what is being discussed. This meeting is for the drivers and the drivers only to allow them to ask questions or put forward anything for discussion, It is up to the driver to relay information of any importance to their crew when they return to their pit area after the meeting.

RACE PROCEDURES

1. LINE-UPS

a) On opening night and invitationals, all drivers will draw a number to determine their starting position in their first heat. Invert first heat line-up for the second heat line-ups. The feature will be fast car to the front, then draw a number to determine how many cars will invert.

b) On a regular race night, all drivers will draw a number to determine their starting position in their first heat. Invert first heat line-up for the second heat line-ups. Features will run high points handicap to the back with exception of 4 consi cars as determined from heat points accumulated or from a consolation race. Up to 27 cars could start the feature. For 28 or more cars, 20 drivers will qualify in the heats from points accumulated and 4 will qualify in a consi for a total of 24 cars. Consolation races will be one lap per number of cars which take the green flag. All new cars will start in scratch position for heats and the feature race. The final 6 scheduled nights of regular racing, second to sixth in the points standings will start the feature in the 5 positions immediately ahead of the points leader regardless of their handicap.

c) Any car arriving at the speedway 30 minutes or later prior to the start of the night's racing program will lose a proper starting position in the heats and be given scratch position in whatever heats the handicapper selects. If they qualify for the feature event, they will be given their proper starting position based on their percentage. No phone-ins.

d) Race line-ups for all meets will be posted on the pit blackboard. Numbers will be posted well in advance of each race, and the pit steward will advise which division is being called up onto the line-up area next. You will also be called on the pit P.A. to advise when cars are required on the staging area.

e) You will have five (5) minutes to get into your line-up before the race rolls out onto the speedway. If you are not in your proper position on the staging area when the white flag drops on the previous race, you will be required to take up scratch position.

f) Any driver who willfully refuses to let a car into the line-up in its assigned position will run scratch.

g) If you have mechanical difficulties, it is your responsibility to notify the pit steward so that he can scratch you for the race or the night and give someone else the opportunity to qualify. If you feel that you have been missed from the line-up in error or placed wrong you must notify the pit steward who will check with the handicappers and make any corrections.

h) Any driver may compete in more than one division on any given regular race night.

i) A driver may borrow another driver's car and race under his own number. Points and money go to the driver racing the car. Notification must be given to the pit steward before the race starts, who in turn will notify other officials.

j) A driver may appoint a fill-in driver a maximum of two (2) times per race year. The points will go to the registered driver of that car. The fill-in driver must drive the other driver's car, not a car of his choosing. Fill in drivers must start at the rear of each heat. If the fill-in driver qualifies the car in the heats for the front group of the feature, they will start the feature at the back of that group. If the fill-in driver qualifies for the consi group of the feature, they will start at the back of that group. If the fill-in driver does not compete in the heats, and the field for the feature is not full, they start at the back of the pack.

k) No pit crewmember is allowed on the staging area or the speedway at any time during the course of the race meet (excluding authorized victory pictures) without the specific permission of the pit steward or the flagging staff. No crewmember is allowed to stand on the track off ramp at any time. Crews going on the staging area or the speedway to repair a car may result in having their car disqualified for that race.

l) Drivers are not to get out of their cars once lined up on the staging area. If you have a problem (i.e. tires, gas, overheating) you must inform the flagman at the third corner as you enter the speedway that you need to go to the pits. The flagman will inform the starter. You will be given a minimum of three full laps to safely return to the speedway at the back of the line-up. You forfeit your original starting position.

m) Cars will enter the racing surface from the staging area in corner three to take the original green flag. Cars will remain in single file until given instructions from the starter. Permission may be given for a car to enter from the second corner entrance (i.e. mechanical) and not lose their starting position.

2. GENERAL RULES

a) No driver may stop his car on the track or at the pit entrance to argue or discuss the race with the starter or other officials. If this rule is violated, the driver may be penalized at the discretion of the starter. A driver may stop to discuss safety concerns with turn 3 flag person.

b) Drivers fighting or giving officials abuse shall or can be suspended at the management's discretion. This also pertains to all crewmembers. Drivers are responsible for the conduct of their crewmembers at all times.

c) All decisions made by the track officials pertaining to race procedures and positions are final. All decisions of the scorekeepers regarding starting positions and finishes are final. d) It should be understood a rule cannot be written for every eventuality or circumstance. Therefore, conditions not specifically covered may necessitate updating, modifying, adding or deleting rules. Also, exceptions to the rules may be made at the

discretion of the officials.

3. FLAGS

- a) Be familiar with and obey flags, signals and safety lights.
- b) WHITE FLAG indicates one lap to go before the start or restart of the race, or one lap remaining in the race before the checkered flag.
- c) GREEN FLAG indicates the start or restart of the race. The race is considered started when the green flag is dropped; cars may immediately attempt to overtake competitors even though all the cars may not have yet crossed the starting line. All starts and will take place as the lead car(s) exit the fourth corner and restarts as the leader enters turn 3. If the starter considers the start or restart not fair, green will still be dropped and the yellow flag and flashing light will be displayed on the backstretch. Cars will be reset in the same order as before, but the starter may send the offending car(s) to the back. The front row cars are both responsible for the start being a fair start. Race surface goes to but does not including the yellow lines for Late Models and Thunders & the yellow or blue lines for the 4 cyl. Road Runners and the Four Funs. Lead car on restarts is to gradually increase speed on the back straight after the pace vehicle exits the race surface.
- d) Cars may enter the pit area under green flag conditions in a safe manner. No re-entry under green flag conditions.
- e) YELLOW FLAG/LIGHT indicates caution on the track. All cars will slow down immediately and pull into line behind the car ahead. If two cars are running side by side, the inside car takes preference. Proceed with caution until the starter and scoring tower finalizes the line-up. Failure to slow down under caution may result in being placed at the rear of the field. Unsportsmanlike driving under yellow flag conditions will result in disqualification or penalty by the starter. Drivers causing a yellow may be subject to a penalty.
- f) In the event of a yellow flag, the cars will be lined up in the running order of the last completed lap as determined by the scorer with lapped cars going to the back. All involved cars will go to the back of the cars running on their lap. An involved car shall be a car that is directly involved in the yellow flag condition regardless of their fault. The decision of who shall be considered an involved car shall be at the discretion of the starter. The starter may get advice from the tower officials and other on-track officials, but the final decision remains with the starter.
- g) Any car that takes the original green flag in any race and leaves the track for repairs will be permitted to return to the race under yellow flag conditions. This includes the display of the white flag indicating one lap to the green flag. Absolutely no pit stops allowed on the track surface; track officials may offer no assistance (i.e. pulling out rubbing fender, removing loose bumper or other part). Any car that does not take the original green flag may not be permitted to enter the race at any time. Once the track has

gone green, no cars will be permitted to enter the race.

h) A COMPLETE RESTART will take place if the caution flag is delivered before a full lap has been completed of green flag racing. The involved cars will be put to the back of the complete restart. Any car which didn't take the original green flag may enter the race on a complete restart. On a restart after one complete lap, the first three cars will line up in single file with the remaining cars in the field behind them in double file.

i) Should more than two (2) restarts occur during a heat or three (3) restarts occur during a feature, not counting complete restarts, at the discretion of the starter all cars may be lined up in single file for the restart. The starter will display the rolled green flag held straight up while waving the white one-to-go flag.

j) If caution is required after the leader has taken the one-to-go white flag, the race may be called official with the last running lap being official. This is at the discretion of the starter.

k) RED FLAG/LIGHT means stop immediately in the safest possible manner. Do not move unless directed to do so by the starter or another official. The ambulance has top priority on the track.

l) BLUE FLAG indicates that you are being lapped by a faster car. Pull immediately to the inside of the racing surface. Failure to obey the blue flag could result in disqualification. It is the responsibility of the lapped car (s) to know their position on the track. If two cars are racing side by side and are shown the blue flag, the inside car has preference and the outside car must fall in behind to allow the faster car behind them to pass on the outside.

m) BLACK FLAG indicates disqualification or mechanical problems. Pull off the track as quickly and safely as possible. Failure to obey the black flag will result in further penalties as decided by the starter and officials. If the flag was for mechanical reasons and you are able to fix the problem in your pit, you may re-enter the race under yellow flag conditions. The black flag is for that race only unless the starter or track management assesses further penalties. Feature rough driving black flag receives 64 points for handicap.

n) The starter or track management reserves the right to retire or black flag any car that is off the pace, deemed unsafe, or a hazard to itself and any other competitor. This will also apply to drivers who display an attitude problem that is detrimental to and is disruptive to the racing program.

o) No one under suspension will be allowed in the pit area either prior to, during or after any race meets. However, the car may return with a different driver.

p) Crossed flags indicate the midway point of the race.

q) Two flags held upright indicate that two laps remain in the race.

r) CHECKERED FLAG indicates the race is complete. After the race is complete, do not pull directly into the pits. Run one cool down lap before entering the pits.

s) In case of rain after the races have started, if all the heats are completed, their feature will be the following week. Only the cars qualified from the rainout are eligible to run. If one-half of the feature is run the race will be considered final. If not, the race will be resumed the following week as the cars were running when the rainout occurred.

In the event of injury to any person on speedway property, track management must be advised immediately.

THANK YOU FOR CHOOSING SUNSET SPEEDWAY

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