



2012 GENERAL RULES & PROCEDURES

The General Rules section applies to each and every competitor, crew and/or pit person. Some items, obviously, do not apply to each class. You can easily determine which rules do not apply to you (if any). You are expected to know the rules. Ignorance will not be tolerated as an excuse.

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 condition of all Atchison County Raceway events, and, by participating in these events, all Atchison County Raceway competitors are deemed to have complied with these rules and regulations. They are intended as a guide for the conduct of the sport and in no way a guarantee against injury or death to participants, spectators or others.

These rules govern competition and reflect efforts to ensure quality to the extent that ingenuity and imagination create an advantage or imposed advantage. Therefore, Atchison County Raceway officials shall continue to evaluate and regulate efforts of those who choose to interpret a rule for persona gain. Every effort will be made to apply the Spirit and Intent of these rules.

The Race Director is empowered to interpret spirit and intent of the rules of competition. No express or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the Officials. Their decision is final and binding.

Official may inspect a racecar at any time. All cars must satisfactorily complete tech before going on track. Any car may be rejected from competition for safety reasons at any time by Atchison County Raceway tech staff.

ATCHISON COUNTY RACEWAY RESERVES THE RIGHT TO REFUSE ADMISSION TO ANY PARTY.

STATE LICENSE REQUIREMENTS

All drivers must be at least 14 years old, and have a signed release form filled out and on file with track management before they can be allowed to compete. Both legal guardians must sign the release form.

All racecars, towing vehicles, trailers, tow truck and/or automotive equipment should comply fully with all motor vehicles license and title laws and all laws concerning motor vehicles.

PARTICIPANT INSURANCE

A certificate of insurance is available upon request that covers everyone signed up at the Pit gate. Drivers and crew are covered with broad insurance benefits. Contact Phil Birkinsha with any questions about track insurance.

LIABILITY INSURANCE

Atchison County Raceway and fan's liability insurance normally insures the racetrack, car owner, driver, sponsors and fans. For example, if a wheel comes off your car and injures a spectator who then files a suit against the car owner, the sponsors with their name on your car or the track, etc. All parties will be covered under our policies.

Every driver must inspect the racing surface and racetrack to learn of any defects, obstructions or anything, which, in his/her opinion, is unsafe and he/she should report any such condition to the officials or management. Any driver entering any racing event is considered to have inspected the track with all conditions satisfactory or HE/SHE SHOULD NOT RACE! This further indicates that he/she is aware that auto racing involves risks and assumes these risks with full awareness and knowledge.

REGISTRATION

Car/driver registration fee is \$35.00 for the 2012 season. Car and driver must be registered to receive a check and points. If you borrow someone's car in a feature event the driver must race the number of the car he or she has registered (so tape the correct number on the car). Drivers using multiple cars with multiple numbers must register both numbers. Any driver will be allowed to race one time without having to pay the registration fee. Upon your second time returning to Atchison County Raceway you will be required to pay the registration fee.

Drivers racing more than one class are responsible for ensuring they are signed in for each class of car they plan to race. A driver must pay multiple entry fees if running more than one class.

RACE PROGRAM AND LENGTH

Management and officials will establish the length, frequency, and administration of all events and programs. Management and officials will determine all finishing positions and their decisions will be final and binding.

Normal event length is 8 heat lap races for the Hobby Stock, Factory Stock and B Mod classes.

Feature length is 15 laps for Hobby Stock and 20 laps for Factory Stock and B Mod classes.

The event may be stopped and/or terminated at any point whenever Atchison County Raceway's Dirt Track officials determine it is dangerous to continue.

PERSONAL MOTORIZED VEHICLES

Personal motorized vehicles Will not be allowed in the pit area at any time. No Bicycles are allowed.

FLAGS

GREEN: Track is clear, the race will start if the lineup is correct and the cars are aligned.

BLACK: Unsafe equipment and/or consultation needed. Driver must go to pits, and will not be scored as being in the race from the time he/she is black-flagged

BLUE: Your car is about to be lapped by a faster traffic; hold your line.

YELLOW: Race is momentarily halted. Continue circling the track in your race position at PACE speed, when lineup is complete, race will restart.

RED: Race is being stopped. The lead car will move to a location as instructed by officials. Cars should remain in racing order. Officials will lineup cars. Do not drive through an accident it will result in your car being disqualified from the race.

WHITE: One more lap before the race is completed.

CHECKERED: Race is over; all cars except feature race winner will exit the track through the turn two access road. Taking an extra lap will result in a one-lap penalty in a heat race or a fine in a feature race.

LINE UP PROCEDURES

All racers will draw a pill to determine starting position each week for heat races throughout the 2012 racing season.

Heat winners will line up for features in order of how they finished by heat number. (I.e. First heat winner will be on the pole, second heat winner will be outside front row, and so on) All other drivers will be lined up for features by finishing order of heats.

B-Feature lineups will also be set by heat race finishing positions. The top two or four from the B-Feature will transfer to the A-Feature depending on the number of cars registered in each class.

There will be 6 to 8 cars per heat depending on the number of cars registered in that class.

There will be 20 cars start the A-Feature in each class only.

RAIN OUT POLICY

The features will be made up the next week if all heat races are completed before competition was suspended. All features from the previous week will be run first on the following week. Then we will begin qualifying races for that night's scheduled race event.

Drivers are responsible for sign in at the pit window with the head scorer to be placed in a heat race. Those drivers who have checked in with the lead scorer NO LATER than 60 minutes prior to the scheduled race time will determine heat race line-ups. Anyone signing in with the head scorer after this time will be considered late and put in the back of the qualifying events. Signing in at the pit gate does not constitute checking in with the head scorer.

If there is a hole in the lineup because of a missing car the subsequent cars in the row will move forward in the lineup.

QUALIFYING RACES

Heat races and consolation feature events (“B” Features) are qualifying races. Any driver not qualifying out of the heat races may go to the consolation race(s). They will be lined up in the consolation race(s) the way they finished the heat races (heads up). Drivers that qualify out of the consolation race will be lined up for the A-Feature behind the drivers that qualified out of the out of the heat races

Drivers that change cars after a qualifying race will forfeit their starting position but remain qualified for the event. Drivers must notify the officials of their intent to change cars.

PAYOUTS AND POINTS

Drivers must start the feature to earn feature payout money.

Points are awarded to the driver of the car that starts the race.

Points are awarded for finishing positions of the “A” Feature as follows:

1 st - 30	2 nd - 29	3 rd - 28	4 th - 27	5 th - 26	6 th -25	7 th - 24	8 th -23
9 th - 22	10 th - 21	11 th - 20	12 th - 19	13 th - 18	14 th - 17	15 th - 16	16 th - 15
17 th - 14	18 th - 13	19 th - 12	20 th - 11				

Points are awarded for finishing positions of the heat races as follows:

1 st - 10	2 nd - 8	3 rd - 7	4 th - 6	5 th - 5	6 th - 4	7 th -3	8 th - 2
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TRACK PROCEDURES

ORIGINAL START:

Shall two abreast. It is up the first row to set an even pace. If this cannot be done after two attempts because one car attempts to get a jump or excessively slow the other cars, both front row cars will go to the rear.

RESTARTS:

Shall be single file for heat races, nose to tail. Restarts will be at the cone in turn four. Features will have double file restarts and the leader will be out front by him/her self. The car in second position will have choice of the inside row or the outside row. The third place car will go to the row opposite the second position car. Fourth place will always be inside the third row. Once the green flag is displayed on a restart it is ok to pass, you do not have to reach the start cone before passing.

The leader is responsible for setting a reasonable restart pace. All cars must remain nose to tail. Any driver that brake checks the field on the start of any race will be sent to the rear. It is the driver’s responsibility to read the officials board or signaling and get into a proper line. Failure to do so may result in being sent to the rear of the field.

Lap traffic will be lined up at the rear of the field for restarts.

Any car stopping on the race track and/or causing an intentional yellow flag, unless otherwise authorized (official discretion, reporting debris or being pulled over by an official), will be placed to the rear of the field.

Cars must complete one full lap on the racetrack for the lap to count.

All cars requiring a push truck to start will go to the rear of the field. If your car is disabled in the infield or on the track, keep your helmet and belts on and stay in the car (unless you are in danger from fire or spilling fluids) until the race is over. No one is permitted to work on car while it is on the racing surface regardless of flag condition.

AFTER AN ON TRACK INCIDENT:

The car(s) that were involved in the incident bringing out the yellow will be sent to the rear before a restart.

You are allowed ONE yellow in a Heat race or a Feature event, after the second yellow you will be sent to the pit area.

Cars judged to be a hazard (e.g. off the pace, loose or broken parts affecting the competition) may be sent off the track for repair or black flagged at the officials discretion.

INCIDENTS ON WHITE FLAG/CHECKERED FLAG:

A race will be called complete after the leader crosses the finish line and receives the checkered flag. Cars crossing the finish line before yellow or red flag was displayed will be scored by the order they crossed the finish line. All other cars will be scored by the order they crossed the finish line on the previous completed lap with cars causing the yellow or red flag to be scored at the rear of the appropriate lap. Lapped cars on the white flag lap cannot make up a lap on those involved in last lap incident. If the yellow or red flag is displayed before the lead car crosses the finish line, the race must be realigned and revert back one lap. There will then be two more laps run (GREEN, WHITE, AND CHECKERED).

All cars must pack the track when requested. Failure to do so will result in starting your heat race at the rear and/or another penalty deemed reasonable by the Race Director. Hot laps will start approximately 45 minutes before race time.

The order of events and number of laps per race will be posted at driver registration.

It is the driver's responsibility to check the line up board, know which race you're assigned to, whom to start behind and beside, and be in the staging area before white flag is displayed in the previous race.

All drivers must report to the Driver's Meeting held before each event.

It is recommended that each team have a 10lb minimum fire extinguisher in their pit.

CREW SPECTATOR AREAS

No one will be permitted on the track entrance/exit road area.

POST-RACE

The "A" Feature winner will proceed around the track to the winners circle for the trophy presentation and pictures.

The top 3 finishing cars in the feature events shall cross the scale for weight check after the race. Additional cars may be selected by the tech crew. Cars not weighing the minimum for their class will be disqualified. This is a pass/fail weight check; the track scales are final.

Tech will normally begin immediately after each feature race. Officials may change the number of cars being inspected and when they will inspect without notice. Only one crew person may go to the tech area with the car. Technical inspections are at the discretion of the officials. Any owner/driver refusing inspection will forfeit all moneys and points won that evening plus a two week suspension.

Any car found illegal after their feature race will lose all points and money for the night.

PROTESTS

Registered drivers participating in the event may protest the legality of any one item of another car within their class. The protest must be in writing, specifying what is being protested and the rule that is violated. Assigned and dated protest must be submitted to the technical inspector no later than 5 minutes after the race is completed. A protest fee of \$100.00 must be submitted with the protest.

If the protested part is legal the protest fee and bond will be distributed to the protested party. If the part is found illegal the protest fee and bond will be returned to the protester. Protested parts are not subject to protester inspection

Track officials will determine the process for carrying out the protest including whether to accept the protest or not. Protests against the decisions of the officials will not be accepted.

CONDUCT

Keep all speeds in the pits to a high idle. Anyone speeding in the pit area will be disqualified for the night's event. All drivers, crew, officials, and fans are expected to conduct themselves in a professional manner. The driver and car owner are responsible for their pit crew and their conduct.

Any fighting will subject the offender and the car to which he/she is associated to suspension and/or monetary fines depending on the seriousness of the incident.

Any car found with nitrous oxide, traction control, or any cockpit controlled suspension-adjusting devices will result in the driver being disqualified and banned for a minimum of one year, and loss of all points to date.

Anyone going on the race surface or outside of the crowd control fence/line during an event without an official's permission may cause the car to who he/she is associated to be disqualified from the event or to be placed at the rear of the field.

Absolutely no one is allowed in the scorer's tower other than officials.

Each person is expected to maintain a constant watch for their own protection when within the pit area. Every competitor will be expected to participate in every even in which they are assigned. If a race refuses to participate in a race because of a disagreement with the length, type, pay or style of a race, the racer will be subject to suspension.

The pit area must be cleared within 60 minutes of the completion of the race program (or midnight whichever is later). This includes everyone associated with your racecar.

Any driver or person connected with his/her car, which hinder the operation of Atchison County Raceway Dirt Track in any way, will be subject to penalties.

ANY PERSONS CAUGHT IN POSSESSION OF ANY ILLEGAL DRUG SUBSTANCES UNDER KANSAS LAW, OR FOUND GUILTY OF BREAKING ANY OTHER SUBSTANTIVE LAW IN KANSAS WILL BE SUBJECT TO SUSPENSION FROM THE SPEEDWAY GROUNDS.

Any driver considered to be driving in a manner that an official determines to be detrimental to other drivers or unsafe to the sport may be black flagged and/or fined and/or suspended.

PENALTIES

The general scope of penalties includes a fine, disqualification, loss of Championship points, probation, and/or suspension. Anyone who participates in actions detrimental to Atchison County Raceway or to the sport of auto racing may be penalized. Fines will be deducted out of winnings earned.

Swearing, cussing, or using inappropriate language at an official may result in a one week suspension and/or \$100.00 fine. All officials will be treated with respect. Profane language in front of race fans, officials, or management will not be tolerated.

Deliberately running into another car (brake failure is not an excuse) or deliberately brake checking another car may result in a fine of \$100.00.

Not getting in a single file line on a yellow flag may result in a \$25.00 fine or a black flag to be applied to the car that made it double file and was in wrong spot.

Any car losing weight on the race track will be disqualified for the night, even if this happens in hot laps or heat races. No driver may get out of his or her car on the track or infield to argue or discuss a race situation with any racetrack official, other driver, or threaten, gesture, or otherwise show poor sportsmanship towards someone else. Violation of this rule WILL result in disqualification (\$100.00 fine) for the rest of the night's event. A suspension may be awarded if deemed necessary

Drivers and their crew members may not enter or approach the pit area of any other driver with whom you had contact or whom you feel caused contact in any race at any time. Drivers are expected to contact a track official regarding your concerns.

GENERAL CAR RULES

Radio communication is prohibited.

NUMBERS AND IDENTIFICATION:

All car numbers must be applied in bold, contrasting color. Door and roof numbers must be at least 18 inches high. Letters must be at least 12 inches high. Numbers and letters must be at least 4 inches wide. Sponsor(s) and graphics must not interfere with car numbers.

Car numbers should also be located on the front & rear of car for lineup purposes.

BALLAST/WEIGHT:

May be added as necessary as per class rules. All ballast must be made of lead, painted white and be identified with the car number. Ballast must be attached with a minimum of two ½" bolts with weight clamps or bolts through a structure (welding bolts to a bar or frame is not permitted). Ballast may not be located in the driver's compartment.

Mirrors are prohibited.

Electronic traction control devices are prohibited.

All cars must be equipped with a toggle switch type ignition kill switch within the driver's reach that is clearly marked ON and OFF.

Roll bar padding is recommended in the driver's compartment.

One-piece, aluminum racing seat is required. The bottom of the seat can be no lower than the lower frame rail.

ROLL CAGE:

A roll cage is required in all cars. It must be frame mounted in at least six places. The cage must meet the rules as written in each class, low carbon mild steel is recommended.

All joints must be fully welded, brazing and soldering is prohibited.

One cross bar in the top halo is required. The drivers head must not protrude outside of the roll cage with the helmet on and seated in the normal position.

SAFETY BELT SYSTEM:

A minimum 5-point safety belt system, consisting of an anti-submarine belt, lap belt, and shoulder harness, is required. The belt system must be mounted as prescribed by the manufacturer and excess belts must be secured.

Safety belts cannot be older than three years. If the tag on the belts cannot be read, has been tampered with, or is missing, the belts must be replaced.

WINDOW NET SYSTEM:

A window net at least 22" wide and 16" high is required. The net must be latched at the top of the door and be fastened at the bottom so that it hangs down when not latched. The bottom

attachment must be secure, no rivets, clamps, or zip ties.

DRIVER SAFETY EQUIPMENT

The following equipment must be free of defects and worn at all times the car is at speed on the track, including HOT LAPS.

Helmet with a minimum Snell rating of SA2000 or SA2005. SFI 31.1/2005 Helmet Required

Full length approved fire suit.

Fire retardant neck brace, gloves, and shoes.

A head and neck restraint system is highly recommended.