

Deep South Speedway 2009

General Rules

1. General Procedures

All car owners, drivers, sponsors, crewmembers and any all persons involved in any way in a Deep South Speedway racing event are required to be familiar with, and abide by all rules and standards of conduct set forth in these rules. Failure to abide by these rules will result in disqualification, removal from the premises, and/or prosecution.

A. Conduct

Deep South Speedway expects and requires that all who enter this facility conduct themselves in a respectable and professional manner and display proper sportsmanship.

All actions and activities deemed to be detrimental, including but not limited to, the use of verbal or physical abuse, profanity, or threats against any Deep South Speedway staff, officials, or other employees will not be tolerated.

Drivers shall be held responsible for the actions of all those associated with his/her car, including but not limited to, car owners, sponsors, crew, family members, wives, girlfriends, husbands, and boyfriends, and will be penalized accordingly. The activities of your family and friends may lead to disqualification and/or removal from the premises.

Absolutely no consumption of any alcoholic beverages will be tolerated by anyone participating in the scheduled race event as a crew member or driver. Violation will result in automatic disqualification and forfeiture of all prize monies/points.

No driver, crew member, or family member will enter another competitors pit area without permission. This rule also applies to approaching another competitor's car in the infield, staging area, or while stopped on the track. Likewise, no driver, crew member, or family member will enter the Deep South Speedway Tower complex at any time during racing events without prior invitation from speedway officials.

The interpretation and application of any rule will be at the sole discretion of Deep South Speedway management and officials and shall be final and binding.

In the absence of a specific rule to cover a given situation, Deep South Speedway management and officials reserve the right to make a final judgment.

Management and officials will answer questions and explain the interpretation of the rules and decision to any DRIVER who inquires, but NOT while races are being conducted.

2. Race Procedures

A. General Competition Rules and Regulations

1. No two-way radios allowed in any class. Raceceivers or scanners are mandatory in all classes. They are to be used for all hot laps, heat, and feature events. Any driver not utilizing the radios is subject to automatic disqualification. The track will maintain a small inventory of radios for rental by visiting drivers, but every driver is encouraged to obtain a personal receiver. The track utilizes frequency 454.000 MHz (channel 0) for communications.
2. All drivers must be signed in prior to the beginning of hot laps, which generally means no later than 6:30 PM.
3. No driver will be allowed to compete without a properly completed driver information sheet on file. 'Properly completed information sheet' means that all requested information be provided prior to competing in driver's first event of the season and prior to the start of the day's events.
4. Lineups will be determined by a pill draw. Only driver or car owner may enter a car and must be present in order to draw a pill. The only exception to this procedure will be during select special events in which certain divisions will qualify via time trials, and in that case the order of qualifying will be determined by pill draw.

5. Drivers arriving late will be lined up at the tail end of a heat race or feature as appropriate.
6. You must race in the heat race assigned. Any driver failing to start in the proper race will be considered to have finished last and will be placed into the feature lineup as appropriate.
7. A specific car may only compete in one division per night. Drivers may compete in multiple classes.
8. All cars must be lined up in staging in the proper position when required. Any car arriving late will be placed in the rear of the field.
9. All driver changes must be reported prior to the event. Any changes prior to the feature race will require the driver start at the rear of the field.
10. A class must have at least 12 cars to have heat races. Any class without 12 cars will race a feature race only.

B. Race Procedures

1. All starts and restarts will take place within the designated area near turn 4. The pole sitter/leader may start at any time after crossing the first line and before the second marked line. If the pole sitter/leader has not started prior to crossing the second line, the flagman will start the race.

2. All cars are to stay in line, nose-to-tail, until passing the second line. Any cars deemed to have jumped the start will be penalized. This determination is at the sole discretion of the flagman and race director.
3. If a caution is required on the initial start, and the leaders have not passed the track entrance in turn two, a complete restart will be ordered. All cars will restart in their original starting positions. Any cars leaving the track will go to the tail of the field.
4. If, on the initial start, the leaders have passed the track entrance in turn two, and on all restarts, those cars involved in an incident will restart at the tail of the field.
5. All restarts in all classes will utilize the "Alabama Shuffle". In the Alabama Shuffle, the leader starts the race in a row by him/herself. The second place competitor will choose to start in either the inside or outside row. The third place car will start beside the second place car in the opposite lane. All subsequent cars will start two abreast utilizing the same procedure. The only car allowed to choose lanes is the second place car. All other cars must go to the opposite lane of the car in front of them. Any driver deemed to have intentionally moved to the wrong lane will be considered to have jumped the start and will be penalized appropriately. Drivers should listen for directions from the tower to ensure they are properly lined up.
6. All cars will remain in single file until passing the flag stand while receiving the one-to-go signal. Any driver questioning their starting position is to pull to the inside of the other car and allow scoring to determine the correct position. Once a decision has been made and radioed to the competitors, all cars must assume the correct position.
7. When a caution or red flag occurs, the lineup will revert to the last completed and scored green flag lap.
8. No cars are allowed to exit the track through the pit entrance in turn 1 while the track is under green condition. This is a safety issue and there is no tolerance. Any

car exiting the track under green will be disqualified for the remainder of the night. If a car has a problem, pull to the top of the track or into the infield.

9. Deep South Speedway utilizes a no-fault caution rule. All cars involved in the incident will be sent to tail of the field, regardless of the cause. A car is deemed to be involved if they stop.

10. Rough driving will not be tolerated. Any driver deemed to be driving in an unsportsmanlike or rough manner will be penalized to the tail of the field. Incidents deemed serious enough will result in disqualification. This decision is at the sole discretion of the race director.

11. Any driver causing two cautions through self-spins or failing to maintain control of their car will be black flagged.

12. Flag Procedures.
 - A. Green Flag – The green flag indicates the start or restart of a race.

 - B. Yellow Flag – The yellow flag indicates a potentially hazardous situation exists on the racing surface. All cars are to slow down immediately, exercise caution, and maintain their position within the field. No classes will race back to the caution. Caution laps will not count. Any car exiting the track under caution will restart at the tail of the field.

 - C. Red Flag – The red flag indicates there is a serious situation on the track which requires all cars to stop as soon as safely possible.

- D. White Flag – Indicates one lap to race in the current event. In the vast majority of situations, the next flag displayed will be the checkers. In the event an incident occurs following the leader taking the white flag, the yellow and green lights will be displayed simultaneously. All drivers will continue to race but should proceed with caution. In the event the track is deemed unsafe, a red light will be displayed. All cars are to stop racing. When the race is restarted, the green and white flags will be displayed together with the checkered to follow. The Alabama Shuffle will still be employed.

- E. Checkered Flag – Indicates the conclusion of the race. All cars are to maintain speed until turn two before slowing down to allow following cars to conclude their racing without interference.

- F. Black Flag – The black flag is used to indicate either a disqualification or mechanical problem with a car. If displayed to indicate a disqualification, the driver is to immediately move their car to the infield if under green, or to the pits. Disqualification generally applies only to the race in progress, but may be deemed to be serious enough to merit disqualification for the remainder of the night. If a driver receives a penalty on the last lap, and would normally be moved to the tail of the field, they will be scored as finishing behind all other cars on the same lap.

If the black flag is for mechanical reasons, and the car can be repaired in the pits, the driver may reenter the event. The condition causing the black flag must be resolved to the satisfaction of the pit steward/tech officials before the car is allowed back on the track.

- G. Blue with Yellow Stripe – This flag is used to alert slower cars that the race leaders and or faster cars are approaching. Drivers receiving the move-over flag are to move to the high line on the track and allow the leaders to pass.

C. Scoring and Payout.

1. Deep South Speedway will utilize the Westhold transponder scoring system. Transponders will be issued at the time of driver sign-in. It is the responsibility of the driver to securely and properly mount the transponder in the required location. The loss of a transponder due to improper mounting will result in the replacement cost being withheld from any prize monies. The replacement cost is approximately \$200.00.
2. Manual scoring will be used as a backup to the transponder scoring. The results of both scoring systems will be utilized to determine final finishing order.
3. Any driver wishing to question their finishing position may ask for an explanation from the head scorer at the conclusion of the night's events. No questions will be taken while racing is still occurring.
4. Payout will be conducted as soon as possible following conclusion of the final event of the evening. The pay window will stay open no longer than one hour after the conclusion of the final race.
5. Only the driver/car owner may pick up prize money.
6. In order to receive prize money, drivers must return all track equipment i.e. transponders and/or radios.
7. It is the person's receiving prize money responsibility to ensure the amount and finishing position are correct prior to signing. Once the payout sheet has been signed and the person has left the pay window, the results are final.
8. All prize money must be picked up within 3 weeks of the event. Any prize money not taken within that time frame will revert to the track.
9. No one will receive prize monies of any kind without a correctly completed and signed IRS-1099 form on file with the track.
10. All taxes on prize money are the sole responsibility of the recipient.