

GENERAL RULES OF COMPETITION

1. DRIVER QUALIFICATION:

- A) Driving in competition is a privilege of membership. Driving privileges may be revoked or suspended by the Board of Directors for violation of any SRSCA rules.
- B) IMCA license is required for IMCA sanctioned events, as well as WISSOTA license for WISSOTA sanctioned events.
- C) Drivers 17 years old and under are required to submit a witnessed parental consent form, signed by both parents or legal guardians, and must be approved by the Board of Directors.
- D) No Pregnant women can drive due to insurance liability.
- E) All drivers are required to wear driving suits. Nomex underwear is recommended.
- F) All drivers must help pack the track, unless exempt by president. The Race Director / President will determine the penalty, such as start scratch or no pay for the event.
- G) All drivers must demonstrate their ability to drive in their respective class to the satisfaction of the officials. As a safety factor, any inexperienced driver for their first 2 racing dates (or more if so determined by the board), will start in the last position (scratch) in any event for which they qualified. In the event a new or different driver (other than the one listed in the program) is to drive, the car owner is responsible to notify the Pit Steward of change of drivers so that they may notify the scoring stand who in turn will notify the announcer.
- H) Any driver has the option of starting an event from the last or scratch position. Notification to the Pit Steward of exercising this option is required prior to posting of the starting line-ups. If a driver misses two (2) consecutive races, they will run scratch.
- I) Any driver who, on the day of the race, gives evidence of exhaustion or other physical incapacity making them a potential danger to others on the course, upon examination by the track medical crew or Pit Steward, shall be excluded from competition by the Board of Directors.
- J) The use of intoxicants or stimulating or tranquilizing drugs by any driver or any other member of the SRSCA on a race day, prior to or during a race meet, is strictly prohibited under penalty of immediate suspension and/or fine. Racing drunk gets you a DUI!
- K) Any driver who show evidence of intoxication or, upon medical examination, of having used any stimulating or tranquilizing drug MAY be disqualified for thirty (30) days and fined \$250. The second offense will result in disqualification for the balance of the season.

- L) Drinking in the pit area prior to or during a race meet by any member will cause that member to be taken from the pit area and the car excluded from further competition that race meet and loss of membership in good standing. Anyone suspected of being under the influence of alcohol or drugs must submit to a test. Refusal to do so will be an admission of guilt and will be so interpreted.
- M) To be eligible for the Rookie title, the driver cannot have previously participated competitively in the class. Drivers may be able to step up classes, and may qualify for rookie in the new class. Drivers may not drop down a class and still be considered a rookie. Rookie drivers may be required to run a yellow rookie stripe on the rear of their car.

2. TECHNICAL INSPECTION:

- A) All new cars must pass technical inspection before being allowed to compete.
- B) All wrecked or towed cars must pass technical inspection before being allowed to compete.
- C) All cars under protest must pass technical inspection before being allowed to compete.
- D) All cars are subject to random checks throughout the season.
- E) Refusing technical inspection will forfeit the inspection and the car will be assumed to be illegal and subject to penalty. (Refer to Illegal Cars)

3. ILLEGAL CARS:

Following a technical inspection, if a car is found to be illegal according to the rules of SRSCA:

- A) Owner and driver shall immediately be suspended from further competition until the car has successfully passed technical inspection.
- B) Owner and driver shall be declared ineligible to participate in any season awards and trophies.
- C) The car is banned until inspection (at the convenience of the Technical Committee within a four-week period) is completed.
- D) The Board of Directors shall have the decision to suspend all or any portion of these fines or penalties where extenuating circumstances are found to exist and where imposing fines would result in an injustice.

4. FLAGS AND LIGHT SIGNALS:

- A) GREEN: Start, the course is clear.
- B) YELLOW: Caution, an accident or unfavorable condition ahead. Slow immediately to a reasonable speed around entire course and close on the leader. Failure to slow down will result in disqualification. There will be NO passing on the yellow flag except by permission of the flagman when a car does not maintain the general pace of the field. YELLOW FLAG LAPS WILL NOT COUNT AS COMPETITION LAPS. Cars leaving the course while under caution will be restarted at the rear of the pack in the order in which they return to the course.
- C) RED: Stop, the race is halted. Contestants, upon receiving the red flag, must bring their cars to an immediate controlled halt.
- D) WHITE: The last lap of the race is being entered.
- E) BLACK: Leave track immediately and contact the Pit Steward for consultation. Failure to leave track will result in a fine and/or suspension.
- F) YELLOW-BLUE: Hold line to give way to the leaders and faster cars behind you.

5. STARTING GRID:

A starting grid shall be established and posted in the pit area under the control and supervision of the Pit Steward.

6. STARTING LINE-UP:

- A) The starting line-ups are posted at the Pit Shack. All drivers are required to know their starting positions before they go onto the track or before they enter the starting grid. Drivers who unnecessarily delay the start of the race, or who take positions which are not rightfully theirs will be disqualified from the race or subject to other penalties at the discretion of the Flagman or the Board of Directors.
- B) The starting line-up for the first race of the season will be by draw of numbers.
- C) From the second night on, heats are lined up by point average, stagger inverted, lowest point average to front, highest point average to rear. New drivers carrying no point average start at the rear. Two or more drivers having no average or same point average will be lined up at discretion of officials. Average is figured by driver's track point total divided by the total number of times he/she has competed at this track.
- D) When one heat is run, top five qualifiers will be inverted for main event line-up according to point average. When two or five heats are run, the top 10 qualifiers will be inverted for main event line-up, according to point average. When three, four, or six heats are run, top 12 qualifiers will be inverted for main event according to point average.

- E) SRSCA reserves the right to relocate a driver from an inverted position to the rear of the field if deemed necessary for the safety and well-being of all involved.
- F) If a car misses two consecutive races, it will be lined-up at the back of the pack (scratch).
- G) During a special event the starting line-up will be determined by pill draw.

7. STARTS:

- A) All races shall have rolling starts; the pole car as the dress. If any car willfully jumps the start, they do so at the risk of being pulled in and restarted in last position. No more than two (2) false starts will be permitted. After the second false start, the offender will be pulled and placed in the last position of the event. Cars must hold their dress position and there shall be no passing until the starting flag is displayed.
- B) Should a car pull out of the field before the start of an event, that car shall have to be back in position before the parade lap. If the car fails to be in position by the parade lap, the remaining cars will move up filling the vacated spot.
- C) Cars that are qualified for a position in any event, that fail to start with the field on the first start, will enter the race at the back of the pack.
- D) All starts will be subject to change, as determined by the Race Director / President / Track Officials.

8. RESTARTS:

In the event of a restart prior to the second lap, cars shall line up as they were on the original start. From the second lap on, cars will be started in single or double file restart at the discretion of the race director according to running position on the previous green lap. Any driver, who, in the judgment of the Flagman, delays the start of the race, will be placed at the rear of the pack for the restart. Restarts will be lined up based on the last complete full lap of the entire field, under the green flag.

9. INTERRUPTIONS:

- A) Cars will be allowed to go to the pit area under any flag (yellow, or green), but will be allowed to re-enter the track only with the permission of the Pit Steward. (Re-entry will be allowed only under the caution flag with permission from the Pit Steward, but at the back of the pack). Cars which spin out, stall, wreck, or cause any delay necessitating the use of the yellow or red flag will be restarted at the rear of the pack in the sum relative numerical order they were running in on the previous green lap. (This rule is not applicable if a car spins out and is able to come back into the race without the yellow or red flag being used. In such cases, that car goes on with the track in whatever position it

rejoins the field.) If a race is ended for yellow or red flag, it will be scored at the last complete green flag lap. YELLOW FLAG LAPS WILL NOT BE COUNTED AS COMPETITION LAPS. The number of cautions allowed per car and per race will be up to the discretion of the Flagman.

- B) Under caution a car may be allowed to use an area designated as a hot pit. Any car in the hot pit may work on the car a will be given 2 caution laps to rejoin at the rear of the lineup.

10. INVOLVED;

- A) Involved is defined as those cars who spin out or wreck in a position on the track, that is, in the opinion of the Flagman, a hazard. Cars that stop or spin to avoid an accident are not considered to be involved if they do not strike another car or object, stall in a dangerous position, and are able to rejoin the field under their own power without delay, i.e., without the help from a wrecker, etc.
- B) If the driver does not take position at the rear of the pack and the Board of Directors determines that the driver was aware of involvement, that car will be scored as last place, regardless of finishing position.

11. FINISH;

When the lead car has completed the required number of laps in any event and the checkered flag has been given, the remaining cars shall be placed according to their positions on the score sheets at the completion of the lap in which the race was ended. All ties to the outside car.

12. CUTTING THE MARKER;

Defined as putting any part or all of the car over the inside markers or to shortcut the course. Offenders shall lose one position for each offense and/or be fined a minimum of \$25. The Flagman, Pit Steward and officials will determine offenders.

13. FOUL DRIVING;

For such practice of foul driving, unnecessary bumping, unnecessary crowding, chopping, etc., the car will be penalized one lap, Drivers may also be black flagged and/or suspended or fined a minimum of \$150. The Flagman, Pit Steward, and officials will determine offenders.

14. FINES AND PENALTIES:

Any rule or violation where a specific fine or penalty is not otherwise provided, the fine or penalty shall be determined by the Board of Directors.

15. MINIMUM CLASS:

- A) An officially recognized register, and sanctioned class of racing cars consist of at least four race-worthy cars of the same class. No heat or main event will be run with less than four race-worthy cars of the same class, or as determined on a case-by-case basis by the Board of Directors.
- B) There will be no mixing of classes, unless as decided upon by race officials for a special event.

16. PAYOUTS AND SCORING:

- A) Payouts are at the discretion of race officials, and will be based on car count. The payouts will not exceed the amount of driver's fees taken in. Payouts will be determined by order of finish in the main event. Drivers must have a current W-9 on file before payouts will be issued. Driver's payouts will be available no later than the next race day. Payouts not claimed by the November general meeting will be returned to the general account.
- B) Year-end points will be awarded to the driver. If a second car is used during an event, the driver must start scratch for that race. This and any exceptions to the rules must be approved by the Board of Directors prior to taking any action. Any ties will be determined by the amount of previous main event wins or on down.
- C) The IMCA point structure will be followed for the main event races. The car must be running and complete one green flag lap to get the minimum points for the main event. This is the points system for all classes. All positions from 24th back receive 17 points.

1st Place - 40 points	13th Place - 28 points
2nd Place - 39 points	14th Place - 27 points
3rd Place - 38 points	15th Place - 26 points
4th Place - 37 points	16th Place - 25 points
5th Place - 36 points	17th Place - 24 points
6th Place - 35 points	18th Place - 23 points
7th Place - 34 points	19th Place - 22 points
8th Place - 33 points	20th Place - 21 points
9th Place - 32 points	21st Place - 20 points

10th Place - 31 points

22nd Place - 19 points

11th Place - 30 points

23rd Place - 18 points

12th Place - 29 points

24th Place - 17 Points

- D) If less than ten entries for any given night, for each car less than ten, one point fewer than normal is awarded for feature finish. For example, if nine cars entered, feature win would then be worth 39 points; for eight entries, win would be worth 38 points.
- E) A class must compete in at least 60% of the scheduled races to be eligible for year-end awards
- F) If a car and driver switch to a new class mid-season, they will forfeit previous points earned.

17. PROTESTS:

- A) The protest system is set up to allow those who feel wronged to proceed in an orderly manner towards a fair settlement of their dispute(s). The following are types of protests:

Technical Protest—a protest concerning the safety or the compliance of the car.

Personal Protest—a protest concerning the actions or compliance of the driver or crew.

Officials Protest—a protest concerning the call of an official or race operation.

- B) Technical Protests must be in writing and filed with officials by the driver, within an hour of the event ending. All other protests must be in writing and filed with officials within a reasonable time, at the discretion of officials, after race is completed, and must be specific in alleged violation to determine whether protest is allowed or rejected. One item per protest - per event only. Drivers may not protest more than one car per event, another driver finishing in a position behind them, and may not protest same driver more than once per calendar year.
- C) All technical protests will be handled at track level and must be accompanied with a minimum of \$150 cash deposit. \$50 of the deposit goes to the track and will not be refunded, regardless of the outcome of the protest. If item being protested is found legal, entire deposit will be forfeited and will be given to the legal driver, less the \$50 to track. If found illegal, \$100 will be refunded to protester. At the discretion of the track officials the car may be inspected for compliance that evening or may be impounded for inspection at a later date.
- D) The party against whom the protest is made has a right to know the charge and have a written copy thereof so that they may adequately defend themselves against any action. No person, promoter, official, member or other person affiliated with SRSCA will be placed under permanent suspension without review by the SRSCA.