

Delta Speedway

www.DeltaRaceway.com

General Info (As of 2/09/2009)

When entering and exiting the racing surface, all drivers will use care and caution. Any driver speeding in the pits or driving in a reckless manner will be immediately disqualified from competition. This includes spinning your tires to throw mud on track officials during wheel packing.

If a car has entered the track to race, and stops before an attempt is made to start the race, that driver is allowed to take, his/her spot on the grid. All cars must be worked on in the infield. If the field gets in line, and the yellow light is out preparing to take the green flag, the car will forfeit its starting position. If a car stops after an attempt to take the green flag the car will forfeit its starting position. If two cars become hooked together, (front and rear bumpers) during staging, either for a start or restart, of a race, the two cars will be allowed to stop on the track, have the officials separate the two cars, without losing track position.

The front drivers will have two chances to lead the field to green flag. If one driver is obviously jumping the other driver, then that driver will be sent to the rear of the field.

All starts begin coming out of turn four. All cars must be nose to tail. Any driver that is out of position, not nose to tail, is considered to "jump the start" and will lose two positions for one gained.

Single file restarts will take place at the cone in turn four. If a car passes another car, (except in cases of mechanical failure, or a driver pulling aside), the car will be determined to "jump the start", and will lose two positions for every one gained.

Cars going into the infield. Any time a car is driven on the infield, that car must reduce speed. If a car goes into the infield to avoid a collision, the driver must not gain a position. Cars may not drive on the infield unless attempting to avoid a collision. If a driver goes into the infield, and gains a position, he will give back as many as gained. . All cars that come onto the racing surface from the infield must do so on the backstretch.

Race contact/Rough Driving. If a driver has incidental contact with another car, and both cars maintain position, no foul is committed. If a driver is "banging" on the rear of one car, in an attempt to pass that car, that will be considered "rough driving" and the car can be disqualified. If a car has contact with another car, and as a result, the higher position car is turned around. The car doing the spinning will go to the back of the pack. The car that was spun will also go to the rear, one car ahead of the car committing the foul. If a driver is responsible for spinning two cars out, in separate incidents, or has been spoken to by the track officials in the past, the driver of the car committing the spins will be disqualified. Rough Driving calls are at the Head Referee's discretion.

If a driver, under caution, or before an event takes the green flag, feels their car might have a problem that would cause their car to be unsafe, or their safety equipment (seat belts came unhooked, neck collar fell down, arm restraints not on) to fail, the driver can drive the car to the Head Referee, or a Corner Marshal and have the car looked at. (The driver cannot have his/her pitman check the car). This will not cause a driver to forfeit a position. If an official wants to see a car to insure safety, he/she can at their discretion, and gives the car its position back. This rule is to promote safe racing at all times.

If a car is involved in an accident, it will go to the back of the pack. Regardless of who caused the accident. This

rules applies to starts, complete restarts and single file restarts. If a car stops immediately after another car flips, but does not make, and did not make contact prior to the car turning over, the driver is determined to NOT be involved, and is given their position back.

All cars involved in an accident will go to the rear of the field. The line-ups on restarts are determined by the last green flag lap. If a car passes a car for position, and a yellow or red flag is displayed, the positions will revert to the last completed green flag lap, (other than for those drivers causing the yellow or red flags). The drivers involved will line up at the back of the field according to their running order at the last green flag lap. The cars causing the yellow flag or red flag will line-up at the tail end of the field. If a caution flag is displayed, and a complete restart is needed, cars will pull forward to fill the positions left by those going to the rear of the field, or that are out of the race. If a car fails to line-up, and the yellow light is out, then the cars will pull straight forward to fill the position left open.

In the 600 Multi, Non Wing, 250cc , 3/4 and 5/8 class, Delta Speedway has a “Two Spin Rule”. This means that all cars will be allowed to cause two yellow flags, (unless it is because of rough driving). ***If a driver has caused two yellow flags, he or she will be black flagged from the event on the third violation.*** If a driver is “involved”, but did not cause, a yellow flag, that does not count towards the “Two Spin Rule”.

After each event, cars will exit the track and go directly to the scales. Any car failing to go directly to the scales will not be scored or given points. Any car that does not make weight will be scored last place, and given last place points. All cars must make weight using Delta Speedway scales. All weight must be bolted in car.

Fines:

If a car is found to be in violation of engine or fuel rules, the following fines and penalties will be assessed at a minimum:

1 st violation*	Loss of 200 points. Plus \$250 Fine
2 nd violation*	Loss of 400 points plus \$500 Fine And a 2-week suspension.
3 rd violation*	Loss of All points plus \$2000 Fine Suspended from racing for 12 months.

Note: Penalties will be doubled if violation occurs during a double points night.

Suspensions and expulsion rules will apply to both the registered car owner, and the signed in driver. If the driver is a minor, the adult will be assigned all fines. All fines must be paid in full by the designated date of Delta Speedway. If the fined driver is a child, the child will not be allowed to run until the fine is paid. Any and all illegal parts are subject to confiscation by Delta Speedway. All fines and suspension are at the sole discretion of Delta Speedway and its Head official . Any suspended driver will not be allowed to run or be signed in as a crew member of any class at Delta Speedway until the suspension has expired, and any fine has been paid in full by the due date.

Impound Area:

At the conclusion of each Main Event, cars will be directed to the scales. The top three finishers in each class will automatically go to the impound area. The Tech Official will determine the number of cars held in impound. **Any vehicle not reporting immediately to the impound area as requested will be disqualified.**

Only the car owner and driver are allowed in the tech area. Car owners and drivers are responsible to make sure no other persons are in the tech area or at their car. The tech official has the option to request any car, from any class to go to tech.

No electronic communication with driver is allowed while car is on track during hot laps, or at any time during race conditions.

Any protest of these rules must be in writing, as outlined in the "Protest Rules Section" of the Delta Speedway Rules Book. It is each drivers, car owners and crewmembers responsibility to learn, know and follow the Delta Speedway Rules.

All drivers must show proof of age. Drivers that do not have a valid drivers license to show proof of age, must have their parents/legal guardian provide a **notarized** affidavit establishing the driver is of age to compete at Delta speedway.

Hot Laps:

Each class will given one set of hot laps. Drivers are only allowed to participate in one session with their respective class. Drivers who go out more than one time will be forced to start his/her heats from the rear of the field.

All cars must wheel pack when requested.

Driver/Car Changes: If a driver changes cars after his/her participation in any heat race, he/she must run the remainder of the races scratch. If a driver changes cars after hot laps, but before he/she races in any race, he/she is allowed to keep his/her starting positions.

No driver changes are allowed during any race currently being run!

The rules may be amended at anytime, without notice, to make the competition at Delta Speedway safer, and better for all.

2009 General Competition Rules:

The following Delta Speedway General Track rules are designed to insure fair and safe competition. The Delta Speedway Track Officials will enforce the rules. The rules can be changed or modified at any time to insure good competition and maintain a safe racing environment for all.

Each class will have a qualified Tech person. Cars will be teched for safety reasons. No car is allowed on the racing surface without having passed Tech inspection.

The Tech person also will tech motors to insure motor rules are being followed. The Tech person will determine, with the help of the Head Referee which cars will be teched. Cars will be teched by finishing order, random draw, or Tech person's discretion.

Roll cage. Roll cages shall be at least 1 inch .083 wall thickness mild steel, or 1 inch .065 wall thickness chromoly steel minimum. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car & driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3 inch radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 above the drivers helmet. It is mandatory to install a cross brace behind the seat to

support the shoulder harness.

Bumpers And Nerfs. Car must have bumper extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge of the tires or wheels, whichever is the widest. No sharp corners or design as to hook or damage. All cars must be equipped with nerf bars. Nerf bars must extend to inside edge of tires, but not beyond the outside of tire.

Safety: Seat belts must be securely attached to the car and used at all times. Metal to metal latches only, 5-point seat belts, shoulder harness, and sub strap are required. Belt dates must not be over 3 years old. (Example: Oct.03 may be used in 2004,2005,and 2006) Arm restraints are mandatory and must be adequately adjusted to keep the drivers hands below the top of the roll cage. Helmets must be full head coverage competition type and one of the three latest

SNELL Auto approvals. No MC rated helmets allowed. All drivers will wear a name brand flame-retardant full one-piece Nomex uniform, rated 3-2A/5 or better. Single layer, and Karting suits are not allowed. Neck braces are mandatory; cage nets, or headrest are required. SFI gloves are mandatory for safety. Delta Speedway suggest each driver wears Nomex underwear, and hood sock. Also each car should be equipped with a halon type fire extinguisher system.

Cockpit Controls. On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be functional. No radio communication is allowed with the car or the driver. Cockpit controls: carb adjusters, kill switch and engine monitor. No wing sliders or pan hard adjusters driver operated in cockpits.

Battery. All wet cell batteries mounted in the cockpit must be covered and vented outside the cockpit area.

Mains, Heats, Trophy Dash's, and Qualifying lap schedule.

Main Events:

Class:	Regular Night	Double Points
600 multi Class	30 Laps	40 Laps
Non Wing Class	25 Laps	40 Laps
250cc	25 Laps	40 Laps
3/4 Restricted	25 Laps	30 Laps
5/8 Restricted	20 laps	25 laps
JR Sprint	15 Laps	25 Laps

We reserve the right to adjust the laps based on car count

Heat Races:

All Heats are 10 Laps.

We will run a maximum of 10 cars in a heat.

4 to 10 cars we will run 1 heat. 11 to 16 cars two heats. 17 to 24 cars three heats.

25 to 32 cars four heats. **Subject to Referee's discretion.**

Trophy Dashes:

On Championship/Double Point night events, we will run a trophy dash. All Trophy Dashes are 5 laps.

Pill Pick Line-Ups:

All drivers will pick a pill when they sign in. Each driver will be assigned a starting spot in the first heat based on his/her pill pick. Each driver will run a second heat race, inverted from the starting position of the first heat. Finishing position will have no bearing on the second heat line-ups.

Trophy Dash Line Ups:

We will take the top 4 point earners in each class. They will be inverted based on total points. In the event of a tie, the if one of the drivers won his/her heat, then they get the spot. If both drivers won a heat, or if neither driver won a heat, then the highest pill pick number gets the spot.

Main Event Line-ups:

The Main Event will consist of the sixteen (16) cars transferring directly from the heat races and four (4) cars transferring from the semi-main. Twenty (20) is the optimal number of cars for the main event. Two (2) alternate cars (those cars having the 5th and 6th place finish positions from the semi-main) will be staged and placed into the race if needed and only before the initial green flag is given.

An invert will consist of 6, 8, or 10 pill draw.

B Main Events:

12 Laps. No more than 12 cars will be in the "B" main event. Top four finishers advance automatically to the tail end of the A main. The race is deemed over after 12 laps, or when no more than four cars are still participating in the event.

C Main Events:

10 Laps. No more than 10 cars will be in the "C" main event. Top four finishers advance automatically to the tail end of the B main. The race is deemed over after 10 laps, or when no more than four cars are still participating in the event.

The head *referee has* the option to increase the number of cars participating in the A, B or C main events each evening.

All cars must score at least a point during the evening events in order to be allowed to participate in the evening main event.

The Head Referee, may, at his/her discretion, allow a driver to run the main event (A, B or C), even though a driver has failed to score a single point during the evening events.

In order for a car to receive points for an event, he/she must "take" the initial green flag. A driver will be

considered in an event, even if the event is red/yellow flag restarted, and a driver cannot “take” subsequent green flags. If a driver does not take the “initial” green flag, he/she cannot enter the event at a later time. (subject to referees discretion)

If a driver is late arriving on the track, and the cars are staged and ready to race, the late arriving car will begin at the rear of the field.

Points:

Finishing points:

<u>Place:</u>	<u>Main Events</u>	<u>Heats</u>	<u>Dashes</u>
1 st Place	50 Pts	1 st 20 Pts.	1 st 10 Pts.
2 nd Place	43 Pts	2 nd 18 Pts.	2 nd 9 Pts.
3 rd Place	38 Pts	3 rd 16 Pts.	3 rd 7 Pts.
4 th Place	34 Pts	4 th 14 Pts.	4 th 6 Pts.
5 th Place	30 Pts	5 th 12 Pts.	
6 th Place	26 Pts	6 th 10 Pts	
7 th Place	23 Pts	7 th 8 Pts.	
8 th Place	21 Pts	8 th 7 Pts.	
9 th Place	20 Pts	9 th 6 Pts.	
10 th Place	18 Pts	10 th 5 Pts.	
11 th Place	17 Pts		
12 th Place	15 Pts		
13 th Place	14 Pts		
14–16 th Place	13 Pts		

Bonus Points: If a driver sweeps all races they are entered in, Two Heat Races and the A Main Event, they are awarded 10 additional bonus points. This bonus will be 25 points on Double Points Nights.

Any Driver that competes in a Semi-Main, and does not transfer, will earn 13 points regardless of finish. Any drivers that transfer from the semi-main to the main event will earn only the points earned in the main event.

Season Point Totals:

The top drivers in each class will be posted each week at Delta Speedway. If a driver feels a point scoring error has occurred, please notify the track in writing within two weeks of the points being posted. All points are final after two weeks.

Rookie Drivers and New Drivers:

Any driver (new to Delta Speedway) who signs in to race, may be requested by the head official and/or the referee to post a rookie flag on his/her vehicle. Any driver that declares they are a rookie, must run a rookie flag for a minimum of three weeks – subject to officials’ discretion.

Rookie of the Year:

Each year Delta Speedway rewards our top rookies. In order to be eligible to earn “Rookie of the Year”, a rookie shall be defined as; A driver which is new to a particular class of racing. They must not have appeared in more than five events in that class during the past 10 years. If a driver wishes to be considered for “Rookie of the Year”, the driver must make a note of their intent on the annual registration form.

In order for a driver to be eligible for “Rookie of the Year” the driver must participate in at least 3/4 of the scheduled races of the regular race season.

Caution Flags, Red Flags, and Working on Vehicles:

The Head Referee will decide if /when pitcrew members will be *allowed* in the infield . If *allowed* to be in the infield , there is only one (1) pitcrew member allowed in the inside of the track per car.

During a red flag pit crewmembers may be allowed to enter the infield but must exit the infield before cars are restarted. No personnel may enter the tracks racing surface until the referee or pit gate official has given the all clear. Any pit person who violates this is subject to suspension from Delta Speedway. *Working on race cars is allowed on the racing surface, with the exception of refueling. All cars must be moved to the infield for refueling, and out of harms way. Any car that is fueled while on the racing surface is subject to disqualification.* Any car causing unnecessary delays will be subject to disqualification.

During yellow flag conditions all drivers must maintain a reasonable rate of speed (to be determined by the flag official).

During a Red Flag condition all cars must come to a complete stop as **quickly** as it is safe to do so. Any vehicle that continues to drive on the track, after it is safe to stop will be disqualified at the Referee’s discretion.

All drivers **must** follow all Track Officials requests, including line-ups and on track flags. Any driver that fails to line-up as directed by the track officials will be disqualified and asked to leave the Delta Speedway facility. If a driver does not agree with a line-up, on a race start or restart, he/she must line up as directed. Drivers may discuss line-up discrepancies at the conclusion of the racing program. Drivers will not hold up an event by failing to get in line as directed. Drivers that are upset, and drive in an unsafe manner, in the pits, on the track, in the infield will be subject to discipline from the track owner.

Any crewmember that brings a quad to Delta Speedway, and goes into the infield with in must assist in starting and assisting other cars. Failure to do so will result in loss of quad privileges. No one under the age of 16 is allowed to drive any motorized vehicles (other than signed in Race Cars) on the Delta Speedway Grounds, this includes the pits.

2009 General Sportsmanship Rules

The rules set forth herein are designed to provide for the orderly conduct of racing events. These rules shall govern the conditions of all events, and by participating in these events, all participants are deemed to have complied with these rules. These rules are intended as a guide for the conduct of the event and are in no way a guarantee against injury or death to a participant, spectator or official. The referee shall be empowered to permit reasonable deviation from any specification that in his opinion does not alter the acceptable requirements. Any deviation of these rules is left to the discretion of the officials. Their decision is final. The current Delta Speedway rulebook is the final authority.

Delta Speedway Race Rules shall apply to all Delta Speedway sanctioned events. Track officials shall have responsibility for rules and regulation enforcement at sanctioned events. At the discretion of track officials, any competitor may be disqualified for rule violations or hazardous equipment or hazardous actions. All Delta

speedway vehicles are subject to be inspected at any time. Approval of a Delta Speedway vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean the inspected Delta Speedway vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, not shall the Sanctioning Body, for any mechanical failure, not for any losses or injuries resulting from same.

Any un-sportsman-like conduct by drivers, owners and/or pit crews shall be grounds for disqualification and/or punitive action by the Sanctioning Body. Drivers are responsible for the conduct and actions of their pit crews. Drivers are subject to disciplinary action for the conduct of their crew.

Any driver or crew who verbally abuses any Delta Racing official will be asked to leave the facility, any driver who is asked to leave, and does not do so immediately can and will be barred from returning to Delta Speedway in any capacity.

Any driver or crewman who physically strikes an official is automatically subject to suspension, fine and/or expulsion.

Fighting: Delta Speedway will not tolerate any driver or crew who either verbally or physically attacks another driver or crew. Any driver, or crew, that enters another competitor's pits, and a fight ensues, will automatically be suspended for minimum of two weeks.

If a driver is suspended once during a racing season, and is suspended a second time for the same violation, the driver will be expelled for the remainder of the racing season.

Absolutely NO alcoholic beverages will be consumed by drivers and/or pit crews prior to, or while competing in, a Delta Speedway Racing Sanctioned event. Use, distribution or sale of illegal drugs at any time shall cause for immediate, indefinite suspension.