



## GENERAL RULES

1. The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct and are in no way a guarantee against injury to participants. By entering or competing at the facility, you are agreeing to the terms of these and any other posted rules
2. Rule and procedure changes may be made at any time with or without prior notice
3. Management reserves the right to reject or allow the entry of any car, driver, or person for any reason
4. No intoxicating beverages, narcotics, or illegal substances are to be consumed and/or used during any event, by anyone, entering the racing facility
5. Verbal or physical abuse of any official or other entrant on premises, is, strictly prohibited. Fighting on premises at any time will subject offender(s) to possible suspension & ejection. Any fighting by a driver or a team member will result in the driver or drivers being disqualified from the event. Any driver that is disqualified from any event will forfeit any monies that they may receive for that night
6. Officials must be immediately notified of any car or driver change. Any changes will result in the driver and car starting at the tail of the next race they were eligible to start
7. Drivers earn starting positions in races, cars do not. If a driver scratches to allow another driver to drive their car, the second driver must have already been eligible for the race they wish to enter
8. All decisions of scoring judges & officials are final
9. Drivers, owners, and/or crew members have no claims against management or any official due to disqualification or damage to driver or equipment resulting in an altercation arising from un-sportsman-like conduct on behalf of drivers, owners, and/or crew members
10. The Press Box is off limits to all participants at all times, unless permission is granted by the Race Director
11. No Driver or Crew Member shall interfere with the flagman at anytime
12. Anyone bringing legal action against the speedway, management, and/or officials will be suspended indefinitely

13. Whenever it is deemed dangerous, unsafe, or unjustified to continue any racing event, it may be stopped at any point by the discretion of management

14. Per given race night, race cars must claim 1 class only.

15. Every year you must file a completed registration form and an IRS form W-9 filled out and returned to management

16. All pit entrants must sign a voluntary waiver & release from liability & indemnity agreement, and pay for and receive an authorized pit pass

17. Make absolutely sure you keep your authorized pit pass. In the event of a rain-out, it is the only means by which you will be allowed admittance on the rescheduled date. Your signature on pit sheets, or "Don't you remember me?" is not acceptable to gain re-admittance

18. Anyone caught illegally entering pits & cannot produce an authorized pit pass will be immediately ejected from track. Management reserves the right to ask for proof of admission at any time. Management also reserves the right to pursue legal action against anyone trespassing anywhere on speedway property

19. Pay-off procedure: Only owner and/or driver may pick up any prize monies. Be prepared to show a valid driver's license or some other form of I.D. if you are asked

20. Prize monies left unclaimed over 14 days will become the property of Rockcastle Speedway

21. The management reserves the right due to inclement weather conditions and/or any unforeseen conditions, to make changes in the posted pay-off structure. You will be notified as soon as possible if this condition arises

22. A Rain-out will be declared unless the 1st Feature Race is complete. After that point NO RAIN CHECKS will be issued. Any Feature with ½ the laps completed will be paid according to the way they were running when rained out

23. Receivers and Transponders are mandatory in all divisions anytime a driver is on race track

24. Due to insurance regulations, 4 wheelers are only permitted in the pit area. They are NOT allowed in the parking lots or any other areas of the track. Also, 4 wheelers may only be operated by persons 16 years of age or older

25. The track reserves the right to tire test any class at any time

\*\*Any top 5 finisher can request a tire test for \$200.00. It must be immediately following the race at tech.

\*\* Anyone found with chemically altered tires, will be suspended for 3 races and will lose all their points accumulated up to that race and money won in that event. Anyone found a 2nd time with chemically altered tires will be suspended for the remainder of the season. If a Tire Sample is taken from any car out of the "A" - Main, the driver's money will be held until the tire sample has cleared the lab

## **Flag Rules**

\***Green Flag:** (Green Light) Racing is underway on the entire track. Anyone advancing position(s) prior to the green flag is subject to being black-flagged. All cars must complete the first lap for an official start.

\***Yellow Flag:** (Yellow Light) Means caution. There is NO racing back to the start finish line. Cars will line up according to the last scored lap. Any car not maintaining a slow and cautious speed is subject to being black flagged or disqualification.

\***White Flag:** One lap to go!

\***Black Flag:** Driver has been disqualified, and must go to the pits. Once a driver receives the black flag the car will be dropped from scoring.

\***Red Flag:** Stop regardless of position on track, and do not proceed unless and/or until an official authorizes you to move your car.

\***Blue/Yellow:** Lay-over flag, means lapped cars move to the bottom of the track.

## **SAFETY EQUIPMENT**

1. NO batteries to be located in the drivers' compartment/cockpit

2. Full containment racing seats are Strongly Recommended. All seats must be mounted properly & securely per the Technical Directors recommendations. The use of Grade 5 or better hardware is also required to attach the seat to the chassis

3. The use of a 5, 6 or 7 point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED no exceptions. All driver restraint systems shall not be in excess of 3 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware

4. Window Nets certified to SFI Spec 27.1 are highly recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction

5. A driveline "sling" is Recommended

6. A helmet certified to Snell SA2000, SA2005 or SA2010 Standard or SFI Spec 31.1A, 31.1/2005 or 31.1/2010 is REQUIRED

7. A driver suit certified to SFI Spec 3.2A/5 is mandatory

8. Gloves certified to SFI Spec 3.3/5 are mandatory

9. Fire resistant socks are Highly Recommended. \* At all times, a driver must have a helmet, gloves, and a full firesuit (1 or 2 piece acceptable)

10. Eighteen (18)-gauge steel or one and one-eighth inch (1 1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED

11. Head and Neck Restraint Devices/Systems are Highly Recommended

12. At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the SAFETY EQUIPMENT

## **SAFETY EQUIPMENT** cont..

manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions

13. It is the responsibility of the driver, not speedway officials, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used

## **ON TRACK RULES**

1. Working on cars, on track, is prohibited

2. No one except drivers, their cars, & track officials are allowed on track after racing begins

3. There is NO PITTING under Yellow allowed during Heats & B-mains. (Feature will have a "Hot Pit")

4. If you bring out a caution, you go to the tail. Anyone who makes contact will be considered part of the caution. Anyone who stops on track during the caution will be considered part of the caution. On initial starts, if a caution comes out for only (1) car, that car will restart on the tail. If it is a Multi-car caution, everyone will get their starting spots back. Stopping at an official under yellow flag conditions for certain safety reasons is allowed. (Note: In a Yellow or Red Flag situation, officials will revert to previous scored lap or initial start.)

5. Officials reserve the right to penalize drivers that either directly cause or intentionally cause a caution. If officials determine that a driver intentionally caused a caution, officials may disqualify the driver for the night

6. Any car causing 2 cautions in a single race will be black flagged

7. Anything dragging or hanging on a car that is determined unsafe will cause that car to be black flagged

8. Under Green Flag Condition, you may enter the infield from the Back-stretch or Front-stretch if you have a problem. YOU MAY NOT RE-ENTER THE TRACK DURING GREEN FLAG CONDITIONS. Once you pull to the infield you will be considered out for the remainder of that race

9. Under a red flag, there is no working on cars on the track. Cars will not be allowed to go to infield for work

10. After receiving the checkered flag, cars are to slow down and exit the track in turn 2, unless you are required to scale in the infield. DO NOT stay in the throttle or continue around the track

11. Anyone jumping the start will be given one warning. Second offense will result in a one row penalty

12. On the third complete restart of any race, which is not the result of someone jumping; the field may be put in single file order

13. All Starts will utilize a Designated Box. The pole-sitter will set the pace of the field. ABSOLUTELY NO LAYING BACK OR BRAKE CHECKING! All cars are to stay nose-to-tail and side-by-side. ABSOLUTELY NO ACCELERATING UNTIL YOUR CAR ENTERS THE DESIGNATED BOX. All restarts in Heats and B-mains will be Delaware Double. Passing before, hitting, or in the Designated Box will result in offending car having only 1 warning then being penalized 2 spots. During the Feature race, we will utilize Delaware Double-file restarts for up to 3 attempts.

## **ON TRACK RULES cont .....**

14. If a car leaves the track and goes to the actual pit area during any race, that car is considered out of that race and will not be allowed to return to the track for that race

15. Any disqualification, for any reason, will result in forfeiture of all monies and points for that event

16. Receivers and Transponders are Mandatory in all events

17. All regular show events in all divisions will have a 5-minute plus 1-minute per lap time limit starting with the initial green flag. Once the time limit is passed, the race will be allowed to continue until there is a caution flag or the race is completed. If caution occurs, the race will be given one chance at a "green-white-checkered" finish. If another caution comes out, the race will be considered complete at that point

### **IN-RACE RULES & PROCEDURES:**

Rockcastle Speedway will utilize Transponders at all events. Transponders will be used to time and score cars during the events. Transponders will be mandatory in all divisions. Drivers will be responsible for purchasing a pouch for the Transponder. The Pouch must be mounted securely to the car, and its location will be on the Right Rear Axle Tube. If a driver does not have a pouch, they will be able to buy at the race track for \$20. Transponders will be rented on Regular shows for \$10. The driver is responsible for the Transponder in the event it gets lost or damaged. If a transponder is lost or damaged, the driver is responsible for the Replacement Cost of \$150. A driver's license will be held along with payout until the Transponder is turned back in each night. If a driver has their own Transponder, a \$5 activation fee will be charged to use this Transponder each night. All Transponders must be Westhold brand in order to work with our loop system. (NOTE: Westhold Transponders that are the ACTIVATED style will not work with our loop system)

Once under yellow, cars will be put in single file order with all lapped cars going to the tail. The leader of the race will have the first row alone. Second place car will be given the choice of inside or outside row. When asked, drivers should give a clear indication to the official as to which row is chosen. Track officials reserve the right to make lane choice for driver if clear indication not given. Third place car will go in opposite row from the second place car. Fourth place will go behind second place, fifth behind third and so on. Each row does NOT make their own selection. Cars attempting to go in a different row than they are assigned will be sent to the tail.

Receiver start-up procedures

1. Remove the battery door and put AAA Battery in Receiver.
2. Confirm that the unit reads 454.0000
3. Reattach and lock the battery door.
4. Plug in earpiece and put foam ends in ears.
5. At end of night's racing remove battery and reattach door.

\*Always use new batteries: The most common problems that occur with Receivers are typically cured by putting in new batteries. Also, new batteries can sometimes be bad right out of the box, so check with a known good battery. Use good quality batteries

\*Do not put your battery in until just before going out for your heat. Receivers are not used during hot laps or qualifying, so no need to put the battery in early and reduce the life of the battery

\*The Receiver automatically goes to the proper frequency (454.0000) when the battery is inserted and you should never need to change the channel. If you experience sound distortion, try turning the volume down

## **IN-RACE RULES & PROCEDURES cont.....**

\*Experience has shown that turning the volume to max can cause the sound to distort or break up

\*Attach your Receiver to your belts or somewhere else close-by in a way that will not cause the earpiece to come unplugged during a race

\*When rolling out on the track for a race, you will receive a Receiver check through your Receiver. This is to verify that everyone's units are working. You will also receive directions as to where to lineup. During green flag laps, the Receivers will only be used to call out cautions. Typically you will hear something like "Caution, Caution, Caution, Car high in 3." After the caution is out, cars will be directed to where they belong in the lineup, and, if applicable, be told to begin double filing for a restart. On track officials may also direct you to your appropriate spot if necessary

\*When removing the earpiece from your ears, pull on the foam piece directly rather than pulling on the wires. Pulling the wires can cause them to come loose from the ends and will void any warranty on the earpieces

\*Be careful with your Receiver. While it is designed to be used in racing applications, it is still an electronic device and is susceptible to the usual dangers such as water damage and breakage. You are responsible for any damage you do to the unit

### **RULE BOOK DISCLAIMER**

1. 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 events and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

2. The race director shall be empowered to permit minor deviation from any of the specifications herei or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed 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

**WE RESERVE THE RIGHT TO MAKE REVISIONS TO RULES, IF NEEDED !**