

LAKESIDE SPEEDWAY

2011 GENERAL RULES & TRACK PROCEDURES

GENERAL RULES

****LAKESIDE SPEEDWAY RESERVES THE RIGHT TO REFUSE ADMISSION TO ANY PARTY****

The General Rules section applies to each and every competitor, mechanic, 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 Lakeside Speedway events, and, by participating in these events, all Lakeside Speedway competitors are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance 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."

The Competition Director and/or Technical Director shall be empowered to permit deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does 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!

Officials may inspect a racecar any time once a car is registered and enters the pits. All cars must satisfactorily complete tech before going on the track. Any car may be rejected from competition for safety reasons at any time by the Lakeside Speedway tech staff.

GENERAL POLICY

RACING OFFICIALS AND MANAGEMENT WILL RESOLVE ANY DISAGREEMENT OVER TECHNICAL QUESTIONS OR OPERATIONS. WHEN THEIR DECISION IS RENDERED, SUCH DECISION IS FINAL AND BINDING.

These rules govern competition and reflect efforts to ensure equality the extent that ingenuity and imagination create an advantage or imposed advantage. Therefore, Lakeside Speedway Officials shall continue to evaluate and regulate efforts of those who chose to interpret a rule for personal gain. Every effort will be made to apply the Spirit and Intent of these rules.

Management and officials will establish the length, frequency, and administration of all events and programs. Their decision will be final! Normal event length is 6 lap heat

aces for the Factory Stock, Convertible Sport B Modifieds, and Grand National Divisions and 8 lap heat races for the A Modifieds. Feature length is 15 laps or for the Factory Stock, 15 laps for the Convertible Sport B Modifieds, 20 laps for the Grand National Division, and 25 laps for the Modifieds with the following exception, features laps in the Factory Stock, Convertible Sport B Modifieds, and Grand National classes may be cut if the feature exceeds 20 minutes.

Management and officials will determine all finishing positions and their decisions will be final and binding.

STATE LICENSE REQUIREMENTS

All persons expecting to participate as drivers must be a minimum of 16 years old and should possess a valid driver's license issued by the state in which they reside before being allowed into competition. In order to compete, 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.

PARTICIPANTS'S INSURANCE

A certificate of insurance is available upon request that covers everyone signed in at the Pit gate. You and your crewmembers are covered with as broad insurance benefits as racers in any major U.S. racing associations. Contact Lakeside Speedway management if any questions or problems about track insurance,

LIABILITY INSURANCE

Lakeside Speedway liability insurance normally insures the racetrack, car owner, driver, and sponsors. 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.

ATV equipment is not allowed to operate from the start of hot laps until the final checkered flag of the event. Exception, official and safety crew may utilize ATV equipment in the completion of their duties.

LICENSE and PIT FEES

Drivers license fee does include car and driver registration. License Fees are \$100 for Modified Driver, \$75 for Grand National Driver, \$50 for Factory Stock Driver and Convertible Sport B Modified drivers, and \$50 for Pit Crew member. Membership allows \$10 per night reduced pit fees. [Drivers must be registered in each class they participate.](#) Lakeside Speedway Membership cards will be issued for each class the driver has registered.

Only registered drivers will be eligible for points and / or full money awards. Picture identification must be displayed with Lakeside license at pit gate when signing in. Drivers racing more than one class are responsible for ensuring they are signed in for each class of vehicle they plan to race.

MINORS: See us well in advance so we may prepare the necessary releases for your parents or guardians signatures. Don't wait until race day! Minimum age to enter the pits is 14 years old. Minimum age to race is 16 years old.

One Way Radio Receiver: Lakeside Speedway will use one way radio receivers at all events for every class in 2011. One way radio receivers are small one-way radios that allow a designated speedway official to talk to the drivers in order to speed up caution periods and prevent further wrecks (example: yellow turn 2 debris high). Drivers will be sent off the track if not responding to instruction received via the radio receivers. Putting this program in place will not only help facilitate the race line ups easier and more efficiently, but will also insure our events are as safe as possible for racers and track officials. More information is available below:

Receiver model: Racing Electronics Solo II Frequency used: 454.0000

To order contact the Track (913) 299-2040 or J.D. Green (816) 668-8609

LINE UP PROCEDURES

OPENING NIGHT AND NON POINTS NIGHTS: All competitors will draw for starting positions in the qualifying heat races. The winners of the heat races will re-draw to determine starting positions for the A feature. The remaining qualified cars from the heat races will be lined up behind the inverted cars, in the order they finished their respective heat races.

SPECIAL EVENTS: track officials will determine qualifying and line up procedures.

NEW DRIVERS: Any driver starting after the first night will be required to start at the rear of the field in their heat race. Driver's who miss a week will start at the rear of their heat race.

Rain out policy: the features will be made up the next week if all qualifying events are completed when weather or some other event causes the features to be canceled.

Double Features: When double features are run, qualifying for the second feature will be the top 12 inverted from the first feature plus those in the Top 10 in points at the start of the event that have not qualified. The remaining field will be filled through "B" features.

WEEKLY HEAT RACE LINEUPS: Heat races will be lined up according to last week's feature(s) finish inverted (last week's winner in first heat, second place in next heat, etc.). All drivers will be required to race in their assigned heat race or go to the consolation race. Those cars and drivers that are checked in 60 minutes prior to the scheduled race time will determine heat race line-ups. Check in is at the east side of the pit concession. Anyone signing in after this time will be considered late and put at the back of qualifying

events. Sign in at the pit gate for pit entrance does not constitute checking in for line up purposes. You cannot switch heat races! If any car does not line up for a race, all other cars will move straight forward in the lineups.

QUALIFYING RACES: Heat races and consolation feature events (“B” features) are qualifying races. Any cars 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). Cars that qualify out of the consolation race will be lined up for the A-feature behind the cars that qualified out of the heat races. To qualify for the feature event:

If 2 heat races were run the top 3 in the heat race will qualify.

If 3 heat races were run the top 4 in the heat race will qualify.

If 4 heat races were run the top 5 in the heat race will qualify.

If 5 heat races were run the top 4 in the heat race will qualify.

If 6 heat races were run the top 3 in the heat race will qualify.

Drivers must finish all laps of a qualifying heat race to earn feature-starting position.

FEATURE LINE UP: Inversion for the feature lineup will be the Top 12 (**Top 6 if only two heats are run**) qualified drivers based on the last completed feature event. All other qualified drivers will start heads up based on their qualifying race finish behind the first 12 qualified drivers. Car and driver must be qualified to compete in the A feature.

FLAGS

GREEN-Track is clear. The race will start if car alignment is proper.

-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.

-Your car is ready to be lapped by faster traffic, **HOLD YOUR LINE**.

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

UNASSISTED YELLOW FLAG - If you cause an unassisted yellow flag in a heat race (jumping the start is drawing an unassisted yellow), your race is over and you must go to your pits. Any car causing two unassisted yellow flags in the feature event shall go to the pits.

-Race is being stopped. The lead car will move to a location as instructed by officials. Cars should remain in racing order. Officials will re-lineup cars. Do not drive through an accident. Violation of any of the above Red Flag rules will result in your car being disqualified from the race.

WHITE-One more lap before the race will be completed.

CHECKERED-Race is over and all cars except feature race winner will exit the track. Taking an extra lap after a heat race is a one-lap penalty. Taking an extra lap after a feature race is a \$50 fine.

Note! Interpretation OF ALL the above rules will be left to the discretion of the officials. Their decision is FINAL!

POINTS go with the driver of the car at the start of the feature race (**must take the green flag**). Feature points are awarded starting with 50 for first and then decreasing by 2 point per position. Heat race points are awarded with 12 points for first and then decreasing by 1 point per position.

TRACK PROCEDURE

ORIGINAL STARTS: Two (2) abreast (side-by-side). It is up to the two lead cars to set an even pace so that the race is started evenly. If this cannot be done because one car or the other attempts to get a jump or bog down the other cars, both cars will go to the rear. **You will get 2 attempts at starting the race in the original order.** Race starts when front row reaches the white line in turn four. Any car passing before the start of the race, or jumping the start will be charged with a yellow (heat means race over, feature means you have only one more yellow) and will start at the tail. Cars must be nose to tail, bumper to bumper. Any car with excessive space in front to try to get a jump will be called for a jumped start. You must be nose to tail (bumper to bumper) until the green flag is displayed. When the yellow light goes out, PREPARE TO START THE EVENT.

RESTARTS: Single file, nose to tail (bumper to bumper) - ONE LINE. Restarts will be at the turn four white line. Cars must pass between the restart cone located at the start finish line and outside barrier of track. Leader of the race is expected to pick up the pace at the apex of turns 3 and 4 and expect the green flag at the white line. Picking up the pace and then slowing down causing an accordion effect with those behind will earn the driver causing the accordion effect a yellow flag and a loss of four positions at the next restart. There will be no passing before the cone, no driving below the cone, and no hitting the cone. Any car in violation will be charged four positions at either the next restart or the finish of the race, which ever comes first.

Lapped traffic will be placed in the rear and regain a lap based on the scoring from the last completed green flag lap except on incidents on white/checkered flag.

It is YOUR responsibility to read the official's chalkboard and get into proper line.

The leader sets a reasonable pace (Brake Checking is not a reasonable pace); all cars must remain nose to tail (bumper to bumper).

Any car stopping on the racetrack, unless otherwise authorized (official discretion, i.e. reporting debris), will be placed at the rear of the field.

Any car which is unable to obtain speed will start in the back positions of races until the

Flagman or Competition Director feels an acceptable performance has been reached.

Cars must complete one full lap on the racetrack for the lap to count. You may enter the track only with an official's approval. All race vehicles requiring a push from a track push truck to start means that the racecar will go to the rear of the race. 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. There will be no working on the car on the track during a yellow or red flag condition.

AFTER AN ON TRACK INCIDENT: The car or cars that come to a stop on the racetrack or leave the racing surfaces **which** were involved in the incident will be those sent to the rear before a restart. Any cars that stop to avoid running into an incident will be allowed to retain their position at the discretion of the officials. Any car spinning out, or involved in an accident that brings out the yellow or red flag will restart the race in the back position(s) or may be black flagged, this is the official's decision. Any car going on to the infield intentionally or spreading debris on the racing surface will restart the race in the back position. When a race is stopped after the completion of one lap, cars shall line-up in order in which they were running at the completion of the last full lap before being stopped.

FIRE: When cars are observed on fire the yellow will be displayed to slow the field and then a red flag to allow the fire crew to extinguish the blaze. Cars that have had a fire must leave the track and their race is over regardless if the fire goes out on its own.

INCIDENTS ON WHITE /CHECKERED FLAG: A race will be called a completed race after the leader crosses the start/finish line and receives the checkered flag. The order of finish is as follows: Cars crossing the start/finish line before the 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 white flag lap cannot make up a lap on those involved in last lap incident. If the yellow or red flag is displayed during a feature event before the lead car crosses the start/finish line, the race must be re-aligned and revert back one lap. There will then be 2 more laps run (GREEN, WHITE, AND CHECKERED).

DURING QUALIFYING EVENTS the race may be called a complete race once the lead car has taken the white flag. The order of finish would be as follows: Cars crossing the start/finish line before the caution or red flag is given would be scored the way they crossed the start/finish line. All other cars will be scored the way they were running on the last completed lap, with the car/s causing the caution or red to be scored at the rear.

The event may be stopped and/or terminated at any point whenever Lakeside Speedway officials determine it is too dangerous to continue.

A full field is deemed to be 24 cars. Cars may be added to the field after meeting all pre-race requirements if less than 24 cars are scheduled for a feature event. Track officials will determine how many cars to start in a feature event based upon car count and class.

Cars and drivers must qualify for the feature race if more than 24 cars are present.

Hot laps will start approximately one half hour before race time. All cars must pack the track when requested! Failure to do so will result in starting your heat race at the rear and/or deducting points and/or other penalty deemed reasonable by the Competition Director. The order of events will be posted on the line up board. The number of heats and number of laps per race will be posted on the line up board. It is the driver's responsibility to check the line up board, know who to start behind and beside, and be in the staging area before your race has been called to start. We will not look for you. We will not wait for you.

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

The STAGING AREA is the concrete surfaced area leading to turn four. Cars must be in their correct lineup position to ensure their starting position at the time cars are sent onto track. Cars coming up late for their race shall relinquish their starting position and go to the rear.

Cars must enter and exit the pits at a speed similar to that of a fast walk. Excessive speed in the pits will lead to fines and/or disqualification.

Cars exiting the track after the green flag has been displayed for their race may not return to the track. Cars late for their race may not enter the race after the green flag has been displayed for their race.

TURN 4 GRANDSTANDS:

Grandstands are located behind the pit concession stand. The pit grandstands and the regular grandstands are the only areas available for pit crew to watch the races. NO STANDING ALONG THE TURN 3 AND 4 WALLS. People standing along the wall or in the turn 4 area will be escorted out of the pits and may receive a two-week suspension.

DEBRIS OR BODY DAMAGE:

A pit stop area has been designated on the infield of the racetrack on the concrete for racecars with body damage. The pit stop area will be staffed by pit volunteers (on a rotating basis). These volunteers may take only tools that are necessary to quickly remove damaged body parts. A driver, when informed by the officials to pit because of body damage, will have the option to utilize the pit stop area or leave the track. Leaving the track means a driver's race is completed. Entry and exit to the pit stop area is from the back straight. Re-entering the race may only be done on yellow flag conditions with an official's permission. Violation of re-entry under yellow flag conditions is subject to a fine and or suspension.

If debris from your car is the reason for the yellow flag you will be charged a yellow and sent to the rear or off the track.

Post-Race

The winner of the A feature event will proceed to the front straight for trophy

presentation and pictures. Cars that qualified for their feature from the heat race must scale. Top 5 finishing cars in the feature events must cross the scale for weight check after the races. Cars not weighing the minimum for their class will be disqualified. This is a pass/fail weight check. All cars shall enter and exit the pit area at a reasonable speed - SLOW. You are subject to a penalty for reckless driving in the pit area.

The tech area is located behind the scales. On a normal night of tech the top four cars of each class will enter the tech area following their main event. Tech will normally begin immediately after each feature race. Officials may change the number of cars to tech and when they will tech without notice. Only two (2) people may go to the tech area with the car. If others come to your car before the official dismisses your car - you may be subject to a penalty. Technical inspections are at the discretion of the officials. Any driver refusing tech 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. No alcoholic beverages allowed in the tech area.

Post race engine tear downs, if the engine is legal the driver receives free entrance into the pits the following week. Illegal parts will be confiscated, refusal to turn over illegal parts to officials - loss of all points accrued for the year, possible fine and/or suspension. Illegal parts will not be returned.

When feature race results are posted and there is a question as to the drivers posted finish, the driver must contact an official with a radio, who will notify the head scorer, within 15 minutes after the results are posted, so that a scoring recheck can be made. Posting of finishes will be normally be announced over the pit PA. When a scoring recheck is done only the driver making the request can review the lap sheets. A competitor at no time is to approach the score keepers or starters stand in order to dispute a decision. Any attempt to do so may result in a suspension from the race event.

Any cars unable to participate in at least one race after check in, must notify the Lakeside officials, in order to receive any tow money. (examples: car breaks while taking it off the trailer or car breaks in hot laps).

Pay will be available the following week at the pit sign in. Drivers have 30 minutes after the finish is posted to protest the posted finish. Questions about finishes must be directed to the Competition Director or Head Scorer the night of the event. The Competition Director or designee is responsible for making the final decision on any challenges. You must start the feature (take the green flag) to be awarded points and feature pay. Tow money will be awarded to each driver who does not start or qualify for the A feature. Drivers or their designee will be required to sign for the pay.

CAR PROTEST RULES:

All matters pertaining to protests shall be handled by Track Officials. If a licensed driver believes that another competitor has or will obtain a significant unfair competitive

advantage by some action that he/she believes is in violation of the track rules the driver may protest such action to a Track Official. The protest must be made in writing by the driver listing what he/she is protesting and what rule is being violated and must be signed and dated. This written protest must be given with protest money to the Technical Director within 10 minutes of the checkered flag being displayed for that class' feature event. Each separate protest must be accompanied by a \$250.00 protest fee; however a separate protest which involves the removal of the crankshaft from the engine shall include a \$1,000 protest fee. Also a separate protest that involves the removal of a piston or connecting rod from the engine shall be accompanied by a \$750.00 protest fee. If the part is illegal, the money will be returned to the driver making the protest. If the part is legal, the driver of the protested car will get the money. Protested parts are not subject to protester inspection.

Track officials shall decide whether the matter is subject to protest, and if so shall decide that protest as promptly as possible. The Track Officials may also determine to not accept a protest if it is determined that the alleged rule violation is so insubstantial as not to provide a competitive advantage. All decisions made by the officials are final. Protests will not be accepted that are directed to a decision by an official on any subject not specifically provided for in these rules. Such subjects include, but are not limited to, scoring decisions, inspection decisions, and race procedure decisions.

CONDUCT and DISPLINE

All drivers, pit crew, officials, fans, and workers are expected to maintain a professional and family oriented attitude at all times. Our goal at Lakeside Speedway is to ensure everyone has fun either observing or participating in the events.

Each person is expected to maintain a constant watch for your own protection when within the pit area. Every competitor will be expected to participate in every event in which they are assigned.

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. Failure to do so will result in a \$100 fine to be deducted out of your race winnings (that race night or any future race night). The picnic area in front of the front gate is available for those desiring to remain later.

*****ANY DRIVER, OR PERSON CONNECTED WITH HIS CAR, WHO HINDERS THE OPERATION OF LAKESIDE SPEEDWAY IN ANY WAY, WILL SUFFER THE STIFFEST FINES AND WILL SUFFER SUSPENSIONS AND LOSS OF CHAMPIONSHIP POINTS AS DEEMED APPROPRIATE BY LAKESIDE SPEEDWAY MANAGEMENT AND OFFICIALS.**

*****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.

SCOPE OF PENALTIES

The general scope of penalties may include a minimum fine of \$25, and/or disqualification, and/or a deduction of Championship points, and/or probation, and/or suspensions, and/or lap deductions. Anyone who performs an act or participates in actions detrimental to the sport of auto racing or to Lakeside Speedway may receive a penalty. The drivers are responsible for their pit crew and their conduct. Listed below are specific events which may earn the issuance of any of the above penalties.

Swearing, cussing, or using inappropriate language at an official

Deliberately running into another car (brake failure is not an excuse) or deliberately brake checking another car after the completion of an event.

Not getting in single file on yellow flag.

Deliberately stopping to get a yellow flag (bringing out a yellow without assistance of tow truck to pits).

Fighting

Speeding in the pits

Post race powertrain (engine, clutch, transmission, universal joints, drive shaft, differential gear, and axle shafts) rule infractions.

Using RADIOS, any electronic communication devices, or mirrors.

Loose electrical wiring, all wiring must be connected to legal electronic ignition/spark boxes and switches.

People riding on racecars or riding on trailers in the pit area.

Approaching an official, pit crew member, or another driver to argue or discuss a race situation in an unsportsmanlike manner.

Entering or approaching the pit area of any other driver with whom you have an issue. You are expected to contact a track official regarding your concerns. The officials have the authority to disqualify a car even after the race if family members, fans, owner or pit crew cause problems. The officials will gladly discuss anything with the DRIVER ONLY.

Anyone found using nitrous oxide, traction control, or any cockpit controlled suspension-adjusting devices.

Anyone going on the race surface during an event without an official's permission.

Unauthorized visits to the scorers' tower.

Having to be told to pull tow rig and trailer out of pit area by Officials, Track Management, or Security beyond the one hour time limit of the end of races.

GOOD LUCK DURING THE 2011 RACING SEASON