

PROCEDURE AND FACILITY RULES FOR THE ATLANTA MOTOR SPEEDWAY INEX-SANCTIONED EVENTS

(Updated: May 10, 2018)

These rules are subject to change at any time without prior notice. The Race Director's interpretation of these rules and any other situation not covered under these rules is FINAL.

Any questions about procedures should be asked in the driver's meeting or discussed with the Race Director. All on-track or race procedural disputes, protests or concerns should be directed to the Race Director for final decision.

- 1. DRIVER CHECK-IN:** All participants must register for the current event, check-in at the draw area, show a valid/current INEX license and communicate the drivers transponder number in order to compete at Atlanta Motor Speedway(EIRI – “Except In Rare Instances”). It is the competitor's responsibility to draw for position prior to the scheduled closing time. Failure to draw for position will result in being placed at the rear of the field for the designated feature or heat race, or if qualifying, only one timed lap will be given. If multiple drivers competing in the same division have the same car number the driver which claimed their My Race Pass profile first will get to keep their number. The other driver(s) will have to change their number and tell the draw table what the new number will be. We will have no letters or duplicate numbers competing in the same class.
- 2. DRIVER'S MEETING:** All participants must attend the scheduled driver's meeting, roll call may be taken. Failure to attend without notifying the Chief Pit Steward or Race Director prior to the meeting will result in the driver starting from the rear of the designated feature race, heat race or if qualifying only one timed lap will be given.
- 3. TECH INSPECTION PROCEDURES:** All cars may be required to pass pre and/or post-race technical inspection. The Race Director will determine and announce in the drivers meeting the number of cars that will be required for post-race technical inspection. If a driver should have questions or concerns about race car legality it is the driver's responsibility to talk to a designated Technical Inspector.
- 4. QUALIFYING:** Drivers may not attempt to qualify more than one car per division. All car changes must be reported to the Race Director, Chief Pit Steward or Technical Inspection Official prior to the lineup of the heat or feature race. With permission drivers may attempt to qualify a different car from the rear of the next qualifying event.
- 5. PRE-RACE LINE UP:** All cars will line up in the designated staging area prior to their respective qualifying session, heat and/or feature races. Any car not staged and ready to go when the division is called onto the track may not be permitted to start the race or will be relegated to start in the rear of the field. If a car cannot make a call for a heat, it cannot start in another heat (EIRI). Should changes to the line-up become necessary on the grid all cars will be moved straight up. Once the initial green flag of a qualifying session, heat or feature race is dropped a driver may not use a backup car in that specific race. Drivers may not substitute with a car that has already been qualified. Driver and car are considered one for the entire event unless the Race Director or Chief Pit Steward is notified and the competitor is granted a change. If a backup car is utilized for the feature event it must start from the rear of the field. Once a car is scratched from an event that car may not re-enter any other races at that event.

6. **INITIAL RACE STARTS AND RE-STARTS:** All starts will be double file and take place when the green flag is waved at the start line. A consistent medium speed will be set by the pace car or direction from race control to the leader. No passing is allowed until the green flag is displayed. The penalty for breaking starting procedures will be two positions. A caution may be displayed at the time of infraction and the car being penalized will be placed back. If a caution is not displayed the driver will have 1 (one) lap to give up two positions or they will be penalized two positions at the next caution or end the race. If the same car jumps within the same race that car will be black flagged for the remainder of that race. If no laps have been completed with the green flag displayed and there is a caution there will be a complete double-file restart with the car(s) causing the caution being placed at the rear of the field, regular accident rules prevail (EIRI). Should two cautions come out without completing a lap the race may restart single file for the remainder of the event. Any change to the lineup will result in drivers moving straight up, no crisscrossing.

7. **SCRUBBING TIRES:** Drivers will be allowed to scrub tires on pace laps until they enter the back stretch on the final pace lap before the green flag is waived. Any driver scrubbing tires after turn two on the final pace lap may be penalized two positions.

8. **THREE CAUTION RULE:** A driver involved in three yellow flags per event, for any reason, will be black flagged from the event and relegated to the pits (EIRI).

9. **SPINOUTS:** If a competitor racing alone should spin out and the caution is displayed that driver shall be deemed the cause of the caution and relegated to the rear of the field. If in the opinion of the Race Director or other on track official a competitor intentionally spins to bring out a caution that competitor may be placed a lap down or black flagged.

10. **ROUGH DRIVING:** If in the opinion of the Race Director any competitor is observed driving “out of control”, recklessly, is causing other drivers to spin or lose control of their car that driver will be warned, penalized or disqualified.

11. **PASSING:** It is the responsibility of both the overtaking and overtaken driver to assure safe passing. A driver being overtaken must give the overtaking driver a lane to race. A driver traveling alone may use the full width of the track but once challenged must choose a lane to race in.

12. **ACCIDENT RULES:** Driver(s) deemed to be the cause of a caution will be relegated to the rear of the field for the restart. If there is contact between multiple cars and the caution is displayed all drivers deemed to be involved in the caution will be sent to the rear (EIRI).

13. **BLACK FLAG:** A black flag may be given to any driver losing or has lost a part of their racecar, not racing at a safe speed, smoking badly or to assess a driver penalty. Bumper loss is cause for a black flag. The driver will have two laps to leave the track or the yellow will be thrown to remove the driver at the Race Director’s discretion. When a black flag is displayed the driver should seek immediate consultation with the Chief Pit Steward on pit road. Decisions on black flags will be made at the discretion of the Race Director.

14. **PITTING DURING A RACE:** All drivers pitting during yellow or red conditions must go to the rear of the field upon returning to the race. Any car(s) wanting to return after the race has been restarted must do so from the grid at the direction of the track entrance official.

15. **WORKING ON CARS:** All work on the racecar must be done in the pit area or any area which is designated at the driver’s meeting. No crewmembers are permitted beyond pit road or on the racetrack at

any time unless requested to be there by an official. If a car is worked on by its crew (without an official's permission) while it is on the track, it may be disqualified from that event.

16. **LAPPED DRIVERS:** On restarts, lapped drivers will be placed at the rear of the field. If a driver is shown the "move over" flag for two (2) consecutive laps and does not move out of the racing groove to allow faster cars to pass a black flag will be displayed. Once a competitor has been put a lap down he/she must maintain a minimum speed to be allowed to remain on-track (EIRI). Minimum lap times are as follows and may change based on car count, race conditions or other factors as determined by the Race Director. Legends- 18 seconds, Bandolero- 19 seconds. Rookie Bandoleros and Chargers will not be subject to minimum lap times.

17. **CARS MOVING THROUGH THE PITS:** Cars moving through the pits or infield must do so with extreme caution and at a minimal speed. Any driver deemed driving dangerous, erratic or of excessive speed will be warned or immediately penalized at the discretion of the Race Director or other on track officials. Failure to heed a warning or multiple infractions will result in you being penalized and asked to push your car from the garage to the lower grid and from track exit to your garage stall. Additional penalties may be issued at the discretion of the Race Director. The driver is the only one allowed in the racecar, no passengers in or on the vehicle at any time.

18. **SAFETY APPAREL:** All drivers must wear seat belts, safety suit, helmet, head and neck restraint when on the racetrack. This includes warm-ups, practice, in parking lots, racing, or whenever the car is in motion. From time-to-time safety apparel checks may be conducted. This could include checks for various equipment ratings and/or installations. When asked, drivers must complete and pass this inspection to be able to compete.

19. **UNSPORTSMANLIKE CONDUCT:** There will be no harassment of officials, safety crews, spectators, other drivers or their crews. Unsportsmanlike conduct of any type will result in competition penalties and may result in the suspension of responsible parties. Drivers are responsible for the actions of all crew, family and friends and will be penalized accordingly for their actions.

20. **INTENTIONAL CONTACT:** If a driver is deemed to have made intentional contact with another car, no matter the severity, that driver will be warned, penalized to the rear of the field and may be subject to further discipline at the discretion of the Race Director.

21. **TIMED EVENTS:** We may implement the "Timed Events" rule for an entire event or part of an event at the sole discretion of the Race Director. All "Timed Events" will have a pre-determined amount of time for completion. If the time limit expires while under green conditions the white, checkered flag sequence will begin. Should time expire under caution there will be one green, white, checker attempt. Should a caution become necessary during the GWC attempt the race will be considered complete with cars having not crossed the finish line scored by their last completed green flag lap and those involved in the caution placed at the rear of each cars respective lap.

22. **WHITE FLAG:** Once the white flag is displayed the next flag will end the race with the cars having taken the white flag being scored as they came across for that lap, the cars involved in the caution being placed at the rear of each cars respective lap and all others being scored from their last completed green flag lap. If the checkered flag is displayed and a caution becomes necessary all cars having not crossed the start finish line will be scored by their last completed green flag lap with the cars involved in the caution being scored at the rear of each cars respective lap (**DO NOT RACE BACK TO THE LINE**).

23. **RACECEIVERS:** RaceCeivers are mandatory for every division during all on track activities (this includes practices held separately from race nights). Failure to respond to commands given by race

control over the raceceiver may result in the driver being relegated to the rear of the field for the start or black flagged for the remainder of the event. Remember it is your responsibility to ensure RaceCeiver is working properly.

24. **TRANSPONDERS:** Transponders are mandatory for every division during all on track activities (this includes practices held separately from race nights). It is the responsibility of the competitor to ensure the transponder is working properly. If there is any question about installation or to find out if your transponder is working properly see a Technical Inspector prior to any on track activity. If your transponder is not being recognized by the scoring system you may be black flagged or not scored for the remainder of the event.

25. **EXITING VEHICLE:** After an on-track accident drivers may not exit their cars except in an emergency (such as fire or a fuel leak) or if requested by a Race Official. Do not disengage your seat belts or any of your safety equipment until you are directed to do so by a race official unless in an emergency as listed above.

26. **ALCOHOLIC BEVERAGES:** Alcoholic beverages are not allowed in the pits. Violators will be suspended for a period of time to be determined by officials. Remember drivers are responsible for their crewmembers.

27. **GOLF CARTS, ATVS, ETC.:** Non-licensed motorized vehicles including but not limited to golf carts, ATV's, and scooters are not permitted. Exceptions will be made for those with accessible needs. Please see the Race Director for permission.

28. **CLEAN-UP:** All personal property brought to the speedway by a team should be removed when they leave. This means tires, racecar parts, drain oil, etc. Please clean up after yourselves.

29. **DROPS AND POINTS:** During Thursday Thunder a driver's worst finish will be dropped and the best nine point's events will determine a champion. You cannot drop the championship round, a technical disqualification or a disciplinary black flag. You may drop a black flag received for mechanical issues during the feature event. In the event of multiple drivers having the same number of points after the Championship round the driver's tie-breaker scenario will be as follows; 1st place finishes, 2nd place finishes, 3rd place finishes and so on until a champion can be determined. If at this point a tie remains the driver having the highest finishing position during the Championship round will prevail.

30. **MINOR RELEASE FORMS:** Annual minor release forms must be executed by both parents and notarized for all AMS guests whether competing or not.

SCORING PROCEDURES:

1. **SCORING LAPS:** Laps are scored by the transponder scoring system and/or manual scoring. Laps are counted as complete when the majority of the field (50%) has passed the start/finish line. If the yellow flag is displayed and the majority of the field has not crossed the start/finish line then we will line up cars based on the previous green flag lap lineup after pulling out the cars involved with the caution. If the majority of the field fails to complete the first lap under green then the lap will not be scored and there will be a complete restart.

2. **PASSING UNDER THE YELLOW:** Any driver attempting to improve his position while running under the yellow will be returned to its rightful running position and faces possible penalty for delaying the race. Refusal to maintain the proper position may result in a two-position or black flag penalty.

3. **RESTART LINEUPS:** All restart lineups will be derived from the transponder scoring system and/or scorers' lap sheets. All cars that were scored under green flag conditions will hold their positions under the yellow flag.

FLAG RULES:

1. **GREEN:** Indicates the entire track is clear for racing. Passing will not be permitted before the green flag is displayed at the designated point.

2. **YELLOW:** All drivers must come to the pace car speed (medium and consistent) as soon as safely possible and fall into single or double file, nose-to-tail formation behind the pace car. Absolutely no passing under the yellow is permitted unless directed by an official. Racing back to the start/finish line under the caution is not permitted.

3. **RED:** All drivers must come to a complete stop where they are at on the track, otherwise disqualification may result. The race will be restarted when it is safe to do so. Remember the emergency crews and track officials will be entering the track. Scoring will revert back to the previous green flag lap scored.

4. **BLACK:** The black flag is to be used at the Race Director's discretion.

Furled and pointing: You have committed a dangerous or unsportsmanlike action. Desist or you will be penalized.

Waving: A driver given the black flag must pull off the track to an official immediately for consultation. That driver will not be scored from that point on and may face a more severe penalty.

5. **"CROSSED FLAGS":** The race is at the halfway point.

6. **BLUE W/YELLOW DIAGONAL:** Indicates that the leader and/or other cars on the lead lap are overtaking a driver. The driver must move over to the high (outside) groove of the track to permit faster cars by them. Remember, if you were just lapped by the leader there may be more cars coming.

7. **WHITE:** Indicates one lap to go in the race.

8. **CHECKERED:** Indicates the race is officially completed and all drivers must pass underneath it to be scored on the last lap. A yellow and checkered may be displayed simultaneously and all cars having not crossed the start finish line will be scored by their last completed green flag lap with the cars causing the caution being placed at the tail of their respective lap.

INCLEMENT WEATHER/CANCELLATION OF AN INEX-SANCTIONED EVENT:

In the event of rain or other hazardous conditions it may be necessary to adjust the order of the event schedule, length of races, practices and qualifying sessions or to stop the program completely. Should this occur the Race Director shall make every effort to resume the schedule in a timely fashion. If competition can continue any division having not completed a heat race or qualifying session will be lined up based on the draw for that event (EIRI). These decisions are the sole discretion of the Race Director and the decision is final.