



# Adirondack International Speedway

## MOTORSPORTS & ENTERTAINMENT

### 2019 GENERAL RULES

By competing at Adirondack International Speedway, you agree to have read the 2019 General Rule book and the 2019 rule book for any and all divisions you compete in. These rules apply to everyone at Adirondack International Speedway. It is your responsibility to read and understand these rules. Any and all questions should be directed to AIS management and/or Officials. Failure to abide by these rules will not be tolerated, and anyone found in violation of these rules will be subject to penalties laid forth herein.

#### RULE BOOK DISCLAIMER

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 EXPRESSED 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, ETC.

THE RACE DIRECTOR AND/OR AIS TECH INSPECTOR(S) SHALL BE EMPOWERED TO PERMIT REASONABLE AND APPROPRIATE DEVIATION FROM ANY OF THE SPECIFICATIONS HEREIN OR IMPOSE ANY FURTHER RESTRICTION THAT IN THEIR 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.

#### AMENDMENT OF RULES

Adirondack International Speedway reserves the right to add to, delete, supersede or modify any rules, exhibits or drawings that Adirondack International Speedway deems necessary for the betterment and/or safety of racing. The Adirondack International Speedway rules may be amended at any time deemed necessary. In addition, amendments may be issued during the racing season. Participants shall be responsible for being aware of and complying with all such amendments.

## COMPETITOR OBLIGATION

Every driver must inspect the racing surface and the racetrack area to learn of any defects, obstruction, or anything which in the driver's opinion, is unsafe and the driver shall report that condition in writing to an Adirondack International Speedway track official. Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that the driver is aware that auto racing involves risks and that by competing in an event the driver assumes these risks with full awareness and knowledge.

FINALITY OF DECISIONS AND INTERPRETATIONS AND COVENANT NOT TO SUE THE DECISIONS OF ADIRONDACK INTERNATIONAL SPEEDWAY RACE OFFICIALS, MANAGEMENT, AND/OR TRACK OFFICIALS INTERPRETATION AND APPLICATION OF RULES AND THE SCORING OF POSITIONS, SHALL BE FINAL, BINDING AND NON-APPEALABLE. ALL PARTICIPANTS, AS A CONDITION OF PARTICIPATING IN AN ADIRONDACK INTERNATIONAL SPEEDWAY EVENT, AGREE THAT ALL DECISIONS OF ADIRONDACK INTERNATIONAL SPEEDWAY RACE OFFICIALS, MANAGEMENT AND/OR TRACK OFFICIALS REGARDING THE INTERPRETATION AND APPLICATION OF THE ADIRONDACK INTERNATIONAL SPEEDWAY RULES, AND THE SCORING OF POSITIONS, SHALL BE NON-LITIGABLE. ALL PARTICIPANTS FURTHER COVENANT AND AGREE THAT THEY WILL NOT INITIATE ANY TYPE OF LEGAL ACTION AGAINST ADIRONDACK INTERNATIONAL SPEEDWAY, THE MANAGEMENT OF ADIRONDACK INTERNATIONAL SPEEDWAY, ANY TRACK OFFICIAL OF ADIRONDACK INTERNATIONAL SPEEDWAY, CHALLENGE SUCH DECISIONS, TO SEEK MONETARY DAMAGES, TO SEEK INJUNCTIVE RELIEF OR TO SEEK ANY OTHER KIND OF LEGAL REMEDY. IF A PARTICIPANT PURSUES ANY SUCH LEGAL ACTION, WHICH VIOLATES THIS PROVISION, THEN THE PARTICIPANT EXPRESSLY AGREES TO REIMBURSE ADIRONDACK INTERNATIONAL SPEEDWAY, OR THE PROMOTERS OF ADIRONDACK INTERNATIONAL SPEEDWAY, FOR ALL OF ITS ATTORNEY'S FEES AND COSTS IN DEFENDING AGAINST SUCH LEGAL ACTION.

The rules herein shall refer to “ Adirondack International Speedway” as AIS. The rules herein shall refer to “participant” as any owner, driver, crew member, vendor or fan. Upon entry into AIS, all participants agree to be knowledgeable and bound by the contents found in these 2019 General Rules and any Divisional rules which may apply to you. These rules supersede and replace any contrary rules as posted by any other sanctioning bodies.

## ON--TRACK SAFETY

Drivers are to stay in their cars until Track Safety arrives at the scene.

Before the driver exits the car, please check to see that the car is out of gear so that the Track Crew can tow the car off the racing surface as quickly and efficiently as possible.

Upon arrival on scene, Track Safety will assist drivers on exiting the car and escort you to the ambulance or other safety vehicle.

Do not cross the racing surface unless being escorted by Track Safety Personnel.

In emergency situations when you must exit the car quickly, do so and remain on the protected side of the car in regards to oncoming vehicles.

Inform the tow truck driver of the pit stall location where your car is to be towed.

Under caution all drivers shall be attentive to persons that are on the track involved at accident scenes, including other drivers, Ambulance, Fire, Safety, AIS Officials and Tow Truck Operators.

No drivers shall exit their cars on the racing surface to confront another driver under ANY circumstances. This shall be considered a violation of safety regulations and the driver will be penalized accordingly.

Intentional contact with other vehicles is prohibited. Penalties will be assessed at the discretion of Officials at any time contact is deemed to be intentional. Contact under caution or following the completion of a race event will NOT be tolerated.

Competitors are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver, or crew member) in a manner designed to minimize the risk of injury to themselves and others. Disregard for these safety guidelines may result in a penalty and/or fine as determined by the Director of Competition.

These rules supersede any similar rules and are in effect for all events unless otherwise posted and/or announced.

#### PRIVATE PROPERTY

AIS is private property. Any person on this property without the permission of AIS Owners or Management is guilty of trespass and subject to the penalties prescribed by law. Through your license and registration, you have been given the authority and the right to be on this property, in conjunction with our events. However, the Officials and Management of AIS reserve the right to revoke and cancel this authority at any time that it is felt that your presence or conduct is not in the best interests of the current event or any future events.

#### INJURY REPORTS

Any participant involved in an accident while on AIS property must report all known injuries to an AIS Official before leaving the premises (if participant is able to make such a report). The appropriate injury report form must be filled out and returned to the AIS Offices.

#### OWNERSHIP OF MEDIA

All participants agree that all commercial rights to any and all photographs, video tapes, motion pictures, sound recordings, etc. made of any event at AIS are owned solely by AIS, regardless of what party created such properties. Any sale of such images or recordings, on or off AIS property, is strictly prohibited except by AIS or its officially approved agents. Any such images or recordings created by non approved agents will be solely for their individual and noncommercial use.

## TICKETS/RAINCHECKS

In the event of a two-day show or a raincheck, you are responsible to keep and present your pit wristband and/or grandstand ticket for re-admission. If you fail to present the wristband and/or ticket – regardless of reason – you will have to purchase another. NO exceptions will be made to this policy.

## FINAL POINTS/WINNINGS

Driver MUST attend Annual Awards Banquet in order to claim final points winnings and/or trophies. NO exceptions will be made to this policy.

## INSPECTIONS & INSPECTION AREA

Only the driver and one crew member may be admitted to the tech inspection area. If needed more will be allowed by AIS Officials. Any deviation from this may result in disciplinary action.

## CAR SEALING OR IMPOUNDING

Refusal of sealing or impounding the car, or any of its components may result in disciplinary action. AIS assumes no responsibility for impounded cars or parts.

## TECHNICAL INSPECTION

Your car and all of its parts are subject to a technical or safety inspection at any time. Failure to comply with the inspection request(s) may result in disciplinary action. Refusal of technical inspection will result in loss of all gained points for that season.

## TECHNICAL DECLARATION

If an AIS Official determines prior to an event that the car does not meet the applicable specifications and rules, the car may or may not be allowed to compete. AIS Officials will use their discretion based upon safety and competitiveness in their decision.

Technical sanctions may be imposed to any car at any time, at the discretion of AIS Officials. The decision of AIS Officials is final and non-appealable.

## PROTEST PROCEDURE

The purpose of the protest is to provide a “safety valve” to help keep racing competitive and to keep the cost affordable. Only other racers who have competed in at least three previous events in the current season may protest a component. Specific components of a competitor’s car may be protested by another driver finishing on the lead lap of the feature after the race for the amount designated in cash or certified check.

“On track” race calls cannot be protested.

Filming of protests or close-up photos of tech is not allowed.

Any driver wishing to protest another driver must submit a written request (including the name of the driver filing the protest, the name and car/truck number of the driver being protested, and the specific item being protested – only ONE item may be protested per car per event) with full payment in cash or certified check to the tech inspector(s) no later than fifteen (15) minutes from the arrival of the winning car into tech. Time is determined by the tech official(s). Once a protest is

made, it may not be withdrawn. All purse and points are to be distributed after a decision on the protest has been made. Tech inspectors will not accept verbal protests or protests which are not accompanied by the required protest fee and written request.

The protested component will be removed from the car or made available for inspection by the protested team's crew and inspected by the AIS Tech Official(s).

The following people will be allowed to be present at the protest site: protested driver and crew (the crew shall leave once the part is removed), protester, AIS Tech Official(s), and a speedway management representative. If a decision at the track cannot be made, the part may be impounded in the custody of AIS Tech Official(s) for further off-site testing. On a protest, it is the driver's duty to prove his legality, not the tech officials or protester's duty to prove the violation.

After inspection, if the protested component is found legal, the protest money will be given to the driver of the car from which the component was protested, less reasonable inspection fees as determined by AIS Tech Official(s). The inspection fees shall be a percentage of the total protest, but will be a minimum of \$25.

After inspection, if the protested component is found illegal, the driver of that car will be disqualified from that event, forfeits all prizes and honors earned at the event and face the possibility of more penalties (including, but not limited to, fine and/or suspension) at the discretion of AIS Official(s). The illegal parts will be confiscated by AIS Official(s). The protest money will be returned to the driver filing the protest, less reasonable inspection fees as determined by AIS Tech Official(s). The inspection fees shall be a percentage of the total protest, but will be a minimum of \$25.

A driver may only be protested by one other competitor at each event. If more than one protest is filed against a competitor, the driver with the higher finishing position in that race will be allowed the protest.

No driver may file a protest more than three (3) times during the calendar year. Protester must verify that the tech inspector has the special equipment necessary for the test, if applicable.

**Protest Fee Schedule:**

\$100.00 – For any visual inspection

\$100.00 – Compression Ratio (choice of any two cylinders)

\$300.00 – Bore Size (check cylinders with bore gauge)

\$300.00 – Stroke

\$1,200.00 – Crank Shaft (lightened/out of engine)

\$150.00 – Rear End Gears

\$2,000.00 – Engine Inspection (carburetor/carburetors, alternator, and starter will be INCLUDED). NOT included (if applicable): ignition electrical components, ignition box, coils, headers, oil cooler, remote filter, sprocket adapter, clutch slave cylinder, and air ducts.

Reasonable fee to be determined by Tech Official(s) for all other specific items.

If the driver of the protested car does not allow inspection under these terms, he or she will be disqualified, forfeit all points, purse monies, prizes, and awards earned at that event and face additional penalties as determined by Official(s). The car will also be suspended from competition.

The protest may, at the discretion of the Official(s) in charge, be declined if deemed to be malicious or spiteful. Official(s) may also penalize the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith.

#### GENERAL PIT AREA AND RACE PROCEDURES

All members and participants are subject to proper conduct. No performance of an act or participation in actions deemed by the Speedway to be detrimental to auto racing.

No fighting, instigating, or abuse of Officials will be tolerated. Entering the pit area of a competitor is considered instigating.

All pit crews, drivers, spectators in the pit area and/or spectator area or anywhere on property will conduct themselves in such a manner whereas there will be no fighting, no instigating, no threats, and no abuse of any Officials and/or each other.

Verbal threats to an Official is grounds for immediate removal and a ban from speedway property.

Driver is responsible for the conduct of his/her pit crew, owner, spouse, family member(s), fans, etc.

Drivers may compete in more than one division on any given night, but they will be assessed two (or more) separate pit entry fees – one for each class of car being driven.

It is your responsibility to notify the handicapper if you are competing in more than one division on a given night.

All decisions made by AIS Officials involving pre-race, race, or post-race procedures are final and non-appealable.

Burnouts are not allowed at any time on AIS property.

Smoking is not permitted in any buildings on AIS property.

Smoking is not permitted in the Tech Inspection area.

All cars should maintain a reasonable and safe speed at any time under caution, entering and exiting the pit area, and while driving in the pit area. Speeding will not be tolerated under any circumstances. This includes race cars, personal cars, and tow vehicles. Speeding and/or reckless driving in the pits may result in a suspension, fine, or both.

Fuel must be carried in DOT approved containers at all times while on AIS property.

You may not drive in the wrong direction on the race track for any reason unless directed to do so by an AIS Official. Driving in the wrong direction on the track (without being instructed to do so) is grounds for immediate removal and a suspension from speedway property.

All drivers must have a properly working RaceCeiver or scanner on at all times while in staging or on the track. See “Radios” in your division’s rules. No other form of one or two-way communication is permitted in the car at any time – this includes cell phones.

GoPro/cameras/video recorders must be mounted to the roll cage bars only. Any other mounting must be approved by AIS Officials.

Jack stands must be used under any vehicle that is jacked up and being worked on anywhere on AIS property.

Race cars are not allowed on the track until the track has opened for official practice, unless receiving approval from AIS Officials.

No person shall be permitted to ride on the outside of a racecar at any time.

Passengers are not permitted in a race car at any time.

Participants are responsible to collect and contain any fluids that may be drained or leaking from their race cars.

Motorized or non-motorized personal transportation (scooters, bikes, etc.) is not permitted in the Grandstand or Infield areas. AIS may grant use of such vehicles for handicapped persons, subject to prior approval and limitations.

Courtesy/hardship laps may be granted when the schedule permits it. There is no guarantee of additional laps for anyone, regardless of circumstance.

AIS Officials will determine whether the damage to a car is sufficient to cause the car to be towed versus pushed from the racing surface. No repair assistance may be given by AIS Officials or track crew.

Alcohol, narcotics, or firearms of any kind are not permitted to be brought onto AIS property. Additionally, alcohol is not permitted to be consumed in the pit area until ALL race events for the day have concluded. By registering to be in the pits, you agree to submit to a random Breathalyzer at any point while on AIS property. Failing and/or refusing a Breathalyzer test can and will result in removal and a suspension from speedway property.

All trucks, trailers, and cars shall be moved and/or parked as directed by AIS Officials. Personal vehicles are not permitted in the pit area without prior approval from AIS Officials. AIS is not responsible for any loss, damage, or theft while any vehicle is in the pit area or on speedway property.

Motorized (electric or engine) pit or equipment carts are not permitted.

In the event of any postponement of race, any car which took the initial green flag may reenter the race when rescheduled regardless of whether it was running at the time of the postponement.

Any driver who, in the opinion of Race Control, cannot perform safely at the front of any line-up will be placed in an appropriate starting spot in the line---up order.

Race Control reserves the right to request any car to return to its pit area for inspection before continuing in the event.

All points for season standings and handicapping purposes will be awarded to drivers only (points are not awarded to any car). Points are nontransferable.

No changes of driver at any time will be made without advance notification and approval by Race Control.

When the race is in progress, driver changes will not be permitted.

Any race may be considered complete if we have reached the halfway point in laps completed.

#### STARTING POSITION DETERMINATION

Drivers are responsible for registering their car for the proper division(s) at time of pit entry.

Cars not registered with the handicapper 30 minutes prior to the scheduled start of racing are subject to start at the rear of the field for the heat race if the lineups have already been set. If the division is normally handicapped, the car will start at the rear of the field for the heat race but may start the feature in the correct handicapped spot. Cars that draw for starting lineups will have to start at the rear of the field for the heat race if they are not registered with the handicapper within 30 minutes prior to the scheduled start of racing, but may start the feature in the position determined by the heat race finish and invert.

Cars will not be registered for competition for the evening until both the car and the driver are present.

Cars that attempt to qualify will be started ahead of cars that do not attempt to qualify, regardless of driver changes.

Drivers will be handicapped based upon the three previous race events held. Any driver that misses an event will be credited with one and one half wins for handicapping purposes for that event. Disqualified cars will be given two wins for handicapping purposes for that event. Cars that have been placed to the rear of the finishing order for a race rules infraction will be given a win for handicapping purposes for that event.

In the event that a car and driver are both present, but do not qualify, handicapping points only (no season standing points) will be awarded as if the car finished behind the last place car in the feature. In order to get "nonqualified" handicapping points, the driver MUST take a green flag in qualifying. In the event of mechanical issues during practice (the car is unable to attempt qualifying), this MUST be reported to AIS Officials and the car is subject to inspection and approval by Officials, or no handicapping points will be awarded.

A driver who fails to compete in two (2) consecutive programs of racing without good cause will start scratch until they have completed the necessary three---week period for handicapping.

When a draw system is used for starting position, the driver or his/her assigned representative may draw; however, the driver AND car MUST already be at the speedway before anyone will be permitted to draw for a starting position.



Any driver choosing to start at the rear of any field for any reason is responsible to notify AIS Officials as soon as possible, and prior to the posting of lineups whenever possible.

If a car drops out of the posted starting lineup, the entire row will move up, not cross over.

All lapped cars will be moved to the rear of all lead lap cars for restarts. They will be placed as they are being officially scored per position at that time, not necessarily how they are/were relative to each other. Race Control reserves the right to move all lapped cars to the rear of the lead lap cars during any/all restarts.

#### RACE START

For qualifying and feature events, all cars must be in their correct starting position in the staging area prior to entering the race track in order to start in their designated position. Cars that enter the track after the field has entered the race track may join the rear of the field (when directed to enter the track by the AIS Official(s) at the track entrance ONLY) up until the initial green flag is waved.

Cars that do not take the initial green flag may not enter the race afterwards.

If a car drops out of the race before the completion of the first green flag lap, their finishing position will be determined by their starting position in relation to other drivers that do not complete the first green flag lap. Cars that do not take the initial green flag will NOT be included in the finish and will not receive points or payout.

During the pace laps, if a car does not maintain its designated position in the starting field, Race Control may re---position the car at their discretion. Scoring begins when the initial green flag is waved. Distance begins with the completion of the first green flag lap.

When the flagman gives the clenched green flag (“one lap to go” signal), cars will line up in columns of two (double file) for all initial starts and restarts. Single file restarts may be used at any time, at the discretion of Race Control.

#### CAUTIONS/SCORING

If there is an accident before the first lap is official, the field will be completely restarted, EXCEPT for the cars involved, who will restart at the rear. After one lap is completed restarts will be in the order in which cars were running at the last completed lap prior to the caution. DO NOT race back to the flag to try to gain positions. If red flag, restart according to line up of caution lap or last green lap if no caution. Cars involved in incident restart to the rear. You must follow the instructions of speedway officials given over the scanner – failure to do so and line up in the position you are directed to will result in a black flag and your car no longer being scored.

No repairs to be made on the track at any time, you MUST pull to the pits for any repairs, no matter how minor. Return to the track must be to the rear of the field.

Any driver causing or involved in unreasonable delays in the program – including, but not limited to excessive cautions, will be disqualified at the discretion of AIS Officials. Not disputable.

If you are the cause of three cautions in an event, you will be black flagged from the event.

If you are black flagged, you must pull off of the track.

Cars that have caused a yellow flag intentionally may be penalized.

#### RACE HALT

Race Control will determine whether the racetrack is in usable condition for each event. A race may be stopped at the discretion of Race Control if they determine that the track is not fit for racing.

#### GREEN FLAG (START OF RACE)

At the beginning of each race, (initial start), cars must maintain position as designated by the current line---up until the flagman waves the green flag.

On restarts, cars must maintain their lanes until the Green Flag is waved (however, “timing” your restart and jumping to the inside of the car in front of you may result in a penalty).

For all starts and restarts, all cars must remain in their assigned starting position and in their assigned lane until the green flag is displayed. The flagman will wave the green flag when the leader, P1, “fires” somewhere in the start box. At no time shall P2 be ahead of P1 as they come through turn 3 and turn 4, up until the green flag is waved.

The lead row must maintain pace car speed all the way down the backstretch and through turns three and four prior to the green flag waving. Race Control may use its discretion to modify starts and restarts as deemed necessary.

#### BLUE FLAG WITH DIAGONAL YELLOW STRIPE (PASSING FLAG)

The blue flag with a diagonal yellow stripe signifies that faster traffic is overtaking the cars being signaled. Cars being given this flag must prepare to yield to overtaking traffic by moving to the bottom of track. You must get your left side tires as close to the edge of the racing surface as possible in the turns to allow faster cars to pass you when you are given this flag.

When two or more cars are competing for track position, and the entire group is given the passing flag, all cars in that group are expected to slow down, get single file, and allow the overtaking traffic to go by, then they may resume racing. Lapped cars that use the passing flag as a tool to pass the cars they are racing with may be penalized.

#### YELLOW FLAG (CAUTION)

The yellow flag signifies caution, and this flag will be given to the first car passing under the flagman immediately following the occurrence of the cause for caution. Under no circumstances will any car in any AIS division race back to the caution flag. The line up and restart procedure will revert back to the last scored green flag lap. Race Control will determine which lap will be scored, based upon if the balance of the field had crossed the start/finish line or not. Race Control will use electronic transponder scoring to determine the position of all cars relative to the last scored lap. That order, along with those cars deemed as the reason(s) for the caution (placed at the rear of the field) will remain single file until receiving the “double up” signal from the flagman.

Cars must immediately slow down to a cautious pace on all yellow flags and fall into single file order. The AIS Caution (Pace) Car shall pick up the leader at the track entrance and no car may pass the Caution Car unless directed to do so by Race Control.

The flagman will give the “one to go” signal, indicating we will go green next time by. Cars returning to the race track from the pits while the yellow flag is out must join the rear of the field in the order they came out of the pits, or as directed by Race Control or the Pit Road Official.

No pit crews may push, service, or repair any wrecked or damaged car on the racing surface. The car has to be in its designated pit stall before any work may commence.

All cars attempting to rejoin the field after pitting must observe and obey the AIS Official(s) on the ramp at the track entrance, signifying your ability to enter the track.

#### RED FLAG (RACE STOP)

The red flag will be shown when Race Control determines that the track is unsafe or if the deployment of safety vehicles deems it necessary. All cars will safely come to a stop immediately in an orderly fashion. Drivers may only exit their cars under red flag conditions when given permission by an AIS Official. Cars that have stopped on the racing surface during a red flag may not be worked on or serviced by anyone.

All work on any cars that are in the pit area must stop during red flag periods. Cars returning to the race track from the pit area while the red flag is out must wait until the yellow flag is displayed before entering the track.

You may not move your car under a red flag condition unless instructed to do so by an AIS Official. Any driver moving their car under a red flag without being instructed to do so will be disqualified from the event, and will be subject to further penalty at the discretion of AIS Officials.

#### BLACK FLAG (EXIT TRACK IMMEDIATELY)

The black flag means exit the track immediately and report to an AIS Official for consultation (it does not mean automatic disqualification).

When you receive the black flag, the flagman will point at your car and wave the black flag and Race Control will call your car number out and ask you to report to the pit area for consultation.

Since all cars are in direct communication from Race Control, you will know immediately when you are given the black flag, and your scoring will stop at the completion of the second lap after receiving the black flag.

It is your responsibility to monitor Race Control to know if you are being black flagged. Any driver not responding to the black flag within a reasonable time may be disqualified from that event, and may be subject to further penalty at the discretion of AIS Officials.

#### WHITE FLAG (ONE LAP TO GO)

When the white flag is displayed it means the leader has started their last lap. If, on the white flag lap, the yellow flag is displayed, all cars, regardless of their location on the track, will slow down and maintain position with respect to other cars still racing on the race track and will revert back to the last scored green flag lap.

On the ensuing restart, there will be a green, white, and checker finish (2 complete laps) for feature events. Qualifying races may receive the “yellow checkered” during this situation, and their race is declared complete, and the official finish will be the running order on the lap before the yellow was displayed, minus any caution involved cars.

No car may receive any assistance on the race track after the white flag has been displayed.

#### CHECKERED FLAG (END OF RACE)

When the checkered flag is displayed it means the race is completed as you cross the start/finish line. The race is not complete until the leader crosses the start/finish line on the last lap. When the checkered flag is displayed to the leader, the balance of the field receives the checkered flag in that same lap. Finishing positions will be paid according to most laps traveled in the least time, whether the car is still running or not.

Any car that is signaled to go to tech must report DIRECTLY to the Tech area. Do NOT return to your pit area.

Cars may not receive any service in Victory Lane. All race winners should expect to proceed from Victory Lane DIRECTLY to the Tech area.

#### VIOLATIONS AND DISCIPLINARY ACTION

##### GENERAL SCOPE OF PENALTIES

Penalties for violation of rules are determined by the gravity of the violation, its effects on fairness of competition, the history of the individual, the orderly conduct of the event, and the interests of AIS.

All car owners, drivers, pit crew members, fans, and employees are subject to disciplinary action for misconduct or violation of any AIS rules.

The driver is responsible for the actions of his team members. Disciplinary action may be taken upon the driver for actions of his team members. This includes, but is not limited to, fighting, instigating, or making threats to Official(s).

#### SAFETY

Competitors are solely and directly responsible for the safety of their race cars and all associated equipment, and are obligated to perform their duties (whether as a car owner, driver, or pit crew member) in a manner designed to minimize to the degree possible the risk of injury to themselves and to others. AIS Officials may use their discretion relating to the useable condition of all competitors' safety equipment.

Specific rules for required safety equipment, including driver safety gear and rollcage requirements, can be found in each division's rules.

#### CAR APPEARANCE

All competitors are expected to field a well maintained and professional appearing car at all times. Divisions with a “Stock” body must retain the stock OEM look, contour, lines and angles.

Regular maintenance of the car's appearance is expected throughout the season. At their discretion, AIS Officials may instruct competitors to change or maintain all appearance items during the season.

Numbers (approved and registered by AIS) must be at least 18" in height and be placed on both front doors and on the roof, facing the grandstands and the scoring tower.

A 3" tall number is recommended on the top passenger side corner of the windshield and on the passenger side of the taillight panel to expedite the line up process.

The car numbers must be paint or vinyl decals, and they must be in high contrast to the car's paint scheme. Reflective and chrome type vinyl or paint is not recommended. AIS Officials may use their discretion in requesting color changes due to poor visibility and scoring issues. AIS Officials reserve the right to assign, approve or disapprove of any advertising, sponsorship or similar agreement in connection with any competitor, car, or event. All lettering/decals/signs must meet the approval of the AIS Officials.

Owner/Driver/Crew/Team Members are all subject to all applicable rules and agreements found in their corresponding divisional rules and the AIS General Rules. Additionally, the drivers are responsible for the actions of all their team owners, pit crew personnel, and associated team members.