

Accord Speedway Procedural Rules

Accord Speedway officials attempt to be fair and maintain consistency with application of these rules. Our objectives are fairness and safety. Every organization, to be successful, must have good rules and enforce them fairly.

Accord Speedway rules supersede the rules contained in the previous year's rulebook, as amended, and shall remain in effect, until they are superseded by the rules contained in the next annual Accord Speedway Rulebook. Accord Speedway reserves the right to amend and change any rule. **ALL RULES ARE SUBJECT TO CHANGE AT ANY TIME.**

The rules and regulations set forth above 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, 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 participants, spectators or others.

Race track officials reserve the right to reject any entrant for any reason they deem necessary. All participants are to conduct themselves in a manner that reflects favorably on the sport at all times. All fines, and/or suspensions will be in effect at all Accord Speedway sanctioned race events. The interpretation and invoking of the rules published herein shall be determined by Accord Speedway officials, at their professional discretion.

Any deviation from rules, specifications, car weights and engine parts will be subject to Accord Speedway tech officials. However, should any approval prove to be an unfair advantage to the overall competition, Accord Speedway reserves the right to rescind any approval it might have given.

At any Accord Speedway event, tech officials will have the final say of all technical legalities of the night's events upon completion. Tech officials reserve the right to disqualify a car and/or driver based on the night's events in accordance with rules and proper racing procedures.

Accord Speedway is not responsible for any typographical errors in this rule book and all rules are subject to change by management at any time.

Procedural Rules

Only safety crews and wrecker crews are allowed on the track in the event of an accident. Crew/family members are not allowed on the track.

All drivers must be ready to compete and have their cars in line before each event enters the track or the driver may be sent to the rear. Each car must be self-starting and must start the event under its own power or will go to the rear. All cars must leave track's designated place of line-up under its own power.

All cars must take the initial green flag to be eligible for payoff and points. Any car that is unable

to start the race may not join the field after the green flag lap.

Under caution, no repairs can be made on the track, no matter how minor. During restarts if a car needs any attention or pulls off the track for any reason, the car must restart in scratch position.

Any car that is involved in, stops to avoid, or spins to avoid an accident is considered part of the caution and will restart in the rear of the field.

Any car that spins or stops during a caution in another area of the track and is not involved in the original caution will restart in the spot where the car rejoins the field.

Starter has complete control of the track while the race is in progress. No protests are allowed on the starter's decisions.

If there is a caution before the first lap is official, the field will be completely restarted, except for the car or cars bringing out the caution; they will restart from the rear of the field.

One car can not compete in two divisions in the same night.

Restarts will be double file until the halfway point. From then on, single file.

In the event of two caution flags **ON THE SAME LAP**, the field will automatically restart in **SINGLE FILE FORMATION**. Double-file restarts may resume once that lap is completed (until the halfway point, when all restarts are single file).

Only one attempt will be made to start or restart a race, if the front row doesn't start the race to the flagger's satisfaction the offending car will be penalized 2 spots.

On a caution or red flag, any car going to the infield or pit area must fall to the rear of the field upon return to the track. Any car stalling during a caution and **needing assistance** to restart must fall to the rear of the field.

If cars are stopped by officials, they may be push-started and maintain position on the track. This is not limited to but includes red flag situations.

If you are involved in a caution on the speedway **STAY IN YOUR CAR** unless a safety issue arises. Driver may be subject to a fine.

Any driver causing excessive delays in a race may be disqualified at the starter or race director's discretion. Any car spinning alone 3 times during one race will be disqualified. Any driver violating flag or light rules will be penalized.

Rough riding will be left up to the discretion of the starter, driver may be subject to a fine or penalty.

Any driver who uses his car to ram or spin another car after the completion of the race or during a caution as a form of retaliation will be disqualified for the night. No points and no money will

be issued.

One way radios are mandatory, \$50 fine for non use of one way radio.

Cars will only be allowed to compete in the heat race they were handicapped for. Under no circumstances will a car be allowed to tag on to a heat race.

If unforeseen circumstances prevent the completion of the advertised distance, the race may be considered official after the halfway mark.

ONE-WAY RADIOS

1. One way radios are mandatory.