



General Rulebook

Items that may have received amendments, are new, or are important to note are highlighted in yellow.

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1. Acknowledgement

- a. By competing at the Evans Mills Raceway Park, you agree to have read the Evans Mills Raceway Park General Rulebook and agree to adhere to all rules within the General Rulebook and the division rulebook for any division you compete in.
- b. These rules apply to everyone at EMRP including drivers, crew members, and other members associated with your team. It is your responsibility to read and understand these rules. All questions should be directed to EMRP 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.
- c. The rules herein shall refer to "Evans Mills Raceway Park" as EMRP. The rules herein shall refer to "participant" as any owner, driver, crew member, vendor, or fan. Upon entry into EMRP, all participants agree to be knowledgeable and bound by the contents found in these 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.

2. Rulebook Disclaimer

- a. 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, official, etc.
- b. The race director and/or EMRP technical 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 decisions are final.

3. Amendment of Rules

- a. Evans Mills Raceway Park reserves the right to add to, delete, supersede, or modify any rules, exhibits or drawings that Evans Mills Raceway Park deems necessary for the betterment and/or safety of racing. The Evans Mills Raceway Park 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.

4. Competitor Obligations

- a. 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 Evans Mills Raceway Park 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.

- b. All equipment is subject to inspection and approval by EMRP Officials. You may be assessed penalties including, but not limited to added weight, fines, loss of points, loss of handicapping, and suspension, car parts, components, and/or equipment deemed as not in compliance with these rules. Any car part, component, and/or equipment which does not conform to the specifications or tolerances contained in the rule book or is not otherwise approved by EMRP may not be used in competition in and is subject to confiscation at the discretion of EMRP Officials. Specific rules for required safety equipment, including driver safety gear and roll cage requirements, can be found in each division's rules.
- c. Owner/Driver/Crew/Team Members are all subject to all applicable rules and agreements found in their corresponding divisional rules and the EMRP General Rules. Additionally, the drivers are responsible for the actions of all their team owners, pit crew personnel, and associated team members. Disciplinary action may be taken upon the driver for the actions of their team members. This includes, but is not limited to, fighting, instigating, or making threats to EMRP Official(s).
- d. Evans Mills Raceway Park will continue to work hard and strive for a level playing field for all competitors. Professional behavior and representation by all drivers / teams will be required by EMRP Management. This professional behavior and representation include on track, at the track, on the raceway grounds, social media posts and any other representation towards EMRP, track management, officials, employees, etc. Violation could result in fines, season point deductions, purse and/or suspensions.

5. Legal

- a. Finality of decisions and interpretations and covenant not to sue the decisions of Evans Mills Raceway Park 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 Evans Mills Raceway Park event, agree that all decisions of Evans Mills Raceway Park race officials, management, and/or track officials regarding the interpretation and application of the Evans Mills Raceway Park 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 actions against Evans Mills Raceway Park, the management of Evans Mills Raceway Park, any track official of Evans Mills Raceway Park, 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 Evans Mills Raceway Park, or the promoters of Evans Mills Raceway Park for all of its attorney's fees and costs in defending against such legal action.

6. Driver Attire and Safety

- a. An SFI rated racing suit is mandatory and must be free of holes, tears, and cuts
- b. A full-face helmet is mandatory (Snell SA2020 or newer – no exceptions) M-rated helmets are not allowed.
- c. Race gloves are mandatory
- d. Racing shoes or boots are mandatory. No sneakers are allowed.

7. On-Track Safety

- a. **Exiting Vehicles:** Drivers are to stay in their cars until Track Safety arrives at the scene. Anyone exiting their car without Track Safety permission will AUTOMATICALLY cause IMMEDIATE RED FLAG CONDITIONS and be subject to possible penalties or disqualification. 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.
- b. **Crossing the Track:** Do not cross the racing surface unless being escorted by Track Safety Personnel.
- c. **Emergencies:** In emergency situations when you must exit the car quickly, do so and remain on the protected side of the car in regard to oncoming vehicles.
- d. **Returning to Pits:** Inform the tow truck driver of the pit stall location where your car is to be towed.
- e. **Vigilance:** Under caution all drivers shall be attentive to persons that are on the track involved at accident scenes, including other drivers, Ambulance, Fire, Safety, EMRP Officials and Tow Truck Operators.
- f. **Conduct:** 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.
- g. **Contact:** 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, red flag conditions, before any green flag, or following the completion of a race event will NOT be tolerated. You will be subject to a black flag, disqualification, and/or penalties at the discretion of EMRP officials.
- h. **Safety:** Competitors are solely and personally 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. EMRP Officials may use their discretion relating to the useable condition of all competitors' safety equipment.
- i. **Flagman:** Stopping on the track at the flag stand to argue any call, or arguing with the flagman will not be tolerated. Drivers that do so will be sent to the rear of the field.
- j. **General:** These rules supersede any similar rules and are in effect for all events unless otherwise posted and/or announced.
- k. Specific divisional rules regarding safety are in each division's rule book.

8. Private Property

- a. EMRP is private property. Any person on this property without the permission of EMRP 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 EMRP 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.

9. Injury Reports

- a. Any participant involved in an accident while on EMRP property must report all known injuries to an EMRP 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 EMRP Offices.

10. Ownership of Media

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

11. Tickets/Rainchecks

- a. 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.

12. Points and Mandatory Point Drops

- a. All EMRP house divisions (Sportsman Modifieds, Pro Late Models, INEX Legends, Sport Compacts, and Thunderstocks) will utilize a mandatory one-week drop rule in regard to their final season points results.
- b. What can be dropped: Did Not Starts, Did Not Finishes, lowest performing result, no-shows, and events where you did not qualify or race in the feature.
- c. What can not be dropped: Disqualifications and weeks where EMRP actively did not race or rained out.
- d. Points will be awarded for all heat race finishes, unless determined otherwise by EMRP.
- e. Points will only be awarded to drivers. Car numbers and teams will not receive points.
- f. Final season standings may not end in a tie. Tie breakers will be decided in order by most wins, top 10s, top 5s, 3rd place finishes, 2nd place finishes.
- g. Points will be awarded for all feature finishes, unless determined otherwise by EMRP. Disqualifications will award 0 points to a driver.

| Heat Race Finish | Points Awarded |
|------------------|----------------|
| 1 st | 3 |
| 2 nd | 2 |
| 3 rd | 1 |

| Feature Race Finish | Points Awarded |
|---------------------|----------------|
| 1 st | 60 |
| 2 nd | 56 |
| 3 rd | 52 |
| 4 th | 50 |
| 5 th | 48 |
| 6 th | 46 |
| 7 th | 44 |

| | |
|-----------------------------|----|
| 8 th | 42 |
| 9 th | 40 |
| 10 th | 38 |
| 11 th | 36 |
| 12 th | 34 |
| 13 th | 32 |
| 14 th | 30 |
| 15 th | 29 |
| 16 th | 28 |
| 17 th | 27 |
| 18 th | 26 |
| 19 th | 25 |
| 20 th | 24 |
| 21 st | 23 |
| 22 nd | 22 |
| 23 rd | 21 |
| 24 th | 20 |
| 25 th and beyond | 20 |

13. Season Points Earnings

- a. Drivers must attend the annual awards banquet to claim final points winnings and/or trophies. NO exceptions will be made to this policy.

14. INEX Licenses

- a. Any driver competing in an INEX-sanctioned series (Legends and Bandoleros) is required to have a valid INEX license and must produce the license when requested by track staff. Drivers found to be competing without a valid INEX license will be disqualified from the event and will be prohibited from competing in any future event until proof of license is provided to speedway management. All minor participants in an INEX-sanctioned series must be accompanied by at least one person possessing an INEX associate or INEX driver license who has signed a release waiver accepting responsibility for the minor. No track points will be awarded to any driver not providing proof of proper license and/or associate license. License forms and information can be obtained at <https://www.inexseries.com/become-a-member/membership-form/>

15. INEX Fuel Rule

- a. EMRP reserves the right to request a fuel sample from any competitor at any time. Specific elements which may be checked for include: propylene oxide, alcohol (all types), aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine, and xylidine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists.
- b. Refusal to submit to a fuel inspection will result in immediate disqualification and a suspension from EMRP at the discretion of the EMRP Tech Inspector(s),

as well as notification to INEX. Failing a fuel sample will result in penalties as laid out in the INEX rulebook.

16. Radios

- a. One Way Raceceivers are mandatory for Race Director Communication, the track frequency is 454.000.
- b. Two-way radios are NOT permitted at Evans Mills Raceway Park unless for spotter purposes only in the Sportsman Modified division. Spotters must use the designated spotter stand and abuse of two-way radios is not permitted. Abuse is at the discretion of EMRP.

17. Transponders

- a. An AMB x2 or TranX x260 is mandatory. No motocross or karting transponders are allowed.
- b. Every vehicle must have a properly charged, working, and communicating transponder to be scored for points and to receive payout at the end of the night. EMRP has transponders available to rent every race night at the information window in case a driver does not have one or has issues with theirs' communicating with the EMRP scoring system.
- c. If you are informed by an EMRP official that you have an issue with your transponder or that you do not have one, you will be informed on the one-way radio and/or in the driver's meeting to remedy the situation before heat races begin.
- d. Mounting instructions for each division are in their specific division rule book.
- e. Scoring and results are based on the transponder crossing the scoring loop. Scoring and results are not based on the location of the painted start/finish line.

18. Inspections/Inspection Area

- a. Only people authorized by EMRP Officials may be admitted to the tech inspection area. Refusal of orders from EMRP Officials may result in disciplinary action.

19. Car Sealing or Impounding

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

20. Technical Inspection

- a. Your car and all 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.

21. Technical Declaration

- a. If an EMRP Official determines prior to an event that a car does not meet the applicable specifications and rules, the car may or may not be allowed to compete. EMRP Officials will use their discretion based upon safety and competitiveness in their decision.
- b. Technical sanctions may be imposed to any car at any time, at the discretion of EMRP Officials. The decision of EMRP Officials is final and non-appealable.

22. Protest Procedure

- a. 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.
- b. Specific components of a competitor’s car may be protested by another driver who finished on the lead lap of the feature after the race for the amount designated in cash or certified check.
- c. “On track” race calls cannot be protested.
- d. Filming of protests or close-up photos of tech is not allowed.
- e. 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.
- f. The protested component will be removed from the car or made available for inspection by the protested team’s crew and inspected by the EMRP 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, EMRP Tech Official(s), and a raceway management representative. If a decision at the track cannot be made, the part may be impounded in the custody of EMRP 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.
- g. 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 EMRP Tech Official(s). The inspection fees shall be a percentage of the total protest but will be a minimum of \$25.
- h. 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 EMRP Official(s). The illegal parts will be confiscated by EMRP Official(s). The protest money will be returned to the driver filing the protest, less reasonable inspection fees as determined by EMRP Tech Official(s). The inspection fees shall be a percentage of the total protest but will be a minimum of \$25.
- i. 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.
- j. No driver may file a protest more than three (3) times during the calendar year. Protesters must verify that the tech inspector has the special equipment necessary for the test, if applicable.
- k. **Protest Fee Schedule**
 - \$100 – Compression Ratio** (choice of any two cylinders)
 - \$100 – Bore Size** (check cylinders with bore gauge)

\$100 – Stroke

\$1,200 – Crank Shaft (lightened/out of engine)

\$150 – Rear End Gears

\$2,000 – 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.

- l. Reasonable fee to be determined by EMRP Tech Official(s) for all other specific items.
- m. 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.
- n. The protest may, at the discretion of the EMRP Official(s) in charge, be declined if deemed to be malicious or spiteful. EMRP Official(s) may also penalize the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith.
- o. ***NOTE*** All INEX competitors are bound to the protest procedure set forth by INEX in the INEX Rulebook.

23. General Pit Area and Race Procedures

- a. All members and participants are subject to proper conduct. No performance of an act or participation in actions deemed by the Raceway to be detrimental to auto racing.
- b. No fighting, instigating, or abuse of EMRP Officials will be tolerated. Entering the pit area of a competitor is considered instigating.
- c. 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.
- d. Verbal threats to an EMRP Official are grounds for immediate removal and a ban from raceway property.
- e. Drivers are responsible for the conduct of his/her pit crew, owner, spouse, family member(s), fans, etc.
- f. 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.
- g. It is your responsibility to notify the handicapper if you are competing in more than one division on a given night.
- h. All decisions made by EMRP Officials involving pre-race, race, or post-race procedures are final and non-appealable.
- i. Burn-outs are not allowed at any time on EMRP property. Vaping or Smoking is not permitted in any buildings on EMRP property. Smoking is not permitted in the Tech Inspection area.
- j. 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.
- k. Fuel must always be carried in DOT approved containers while on EMRP property.

- l. You may not drive in the wrong direction on the racetrack for any reason unless directed to do so by an EMRP Official. Driving in the wrong direction on the track (without being instructed to do so) is grounds for immediate removal and a suspension from raceway property.
- m. All drivers must always have a properly working RaceCeiver or scanner on 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.
- n. GoPro/cameras/video recorders must be mounted to the roll cage bars only. Any other mounting must be approved by EMRP Officials.
- o. Jack stands with base plates must be used under any vehicle that is jacked up and being worked on anywhere on EMRP property.
- p. Race cars are not allowed on the track until the track has opened for official practice, unless receiving approval from EMRP Officials.
- q. No person shall be permitted to ride on the outside of a racecar at any time.
- r. Passengers are not permitted in a race car at any time.
- s. Participants are responsible to collect and contain any fluids that may be drained or leaking from their race cars.
- t. Motorized or non-motorized personal transportation (scooters, bikes, etc.) is not permitted in the Grandstand or Infield areas. EMRP may grant use of such vehicles for handicapped persons, subject to prior approval and limitations.
- u. Courtesy/hardship laps may be granted when the schedule permits it. There is no guarantee of additional laps for anyone, regardless of circumstance.
- v. EMRP 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 EMRP Officials or track crew.
- w. Alcohol, narcotics, or firearms of any kind are not permitted to be brought onto EMRP 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 EMRP property. Failing and/or refusing a Breathalyzer test can and will result in removal and suspension from raceway property.
- x. All trucks, trailers, and cars shall be moved and/or parked as directed by EMRP Officials. Personal vehicles are not permitted in the pit area without prior approval from EMRP Officials. EMRP is not responsible for any loss, damage, or theft while any vehicle is in the pit area or on raceway property.
- y. Motorized (electric or engine) pit or equipment carts are not permitted.
- z. In the event of any postponement of race, any car which took the initial green flag may re-enter the race when re-scheduled regardless of whether it was running at the time of the postponement.
- aa. 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.
- bb. Race Control reserves the right to request any car to return to its pit area for inspection before continuing in the event.
- cc. Any race may be considered complete if we have reached the halfway point in laps completed.

24. Registration

- a. Drivers must report to the tire barn and register every time they are competing. This will consist of your car's division, number, and who is driving

- the car that specific night.
- b. No changes of a driver at any time can be made without notifying an EMRP official or race director and receiving approval from race control. Note that points are assigned to drivers, not car numbers.
- c. When a race is in progress, driver changes are not permitted.
- d. Cars will not be registered for competition until both the car and the driver are present.

25. Starting Position Determination

- a. Cars not registered 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 if they finish their heat in a qualifying position.
- b. 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.
- c. Cars that attempt to qualify by racing in their heat race will be started ahead of cars that do not attempt to qualify by racing in their heat race in the feature, regardless of driver changes.
- d. **HEAT RACES:** After the first race of the season, heat race lineups are determined by inverting the previous week's feature finish. The previous week's last place finisher in the feature will be the polesitter for heat 1 of the next week if they are present. The last week's feature winner will start in the last position of the last heat race, but ahead of any newcomers for that week.
 - i. The race director will determine how many cars will qualify for the feature from each heat race. If you finish your heat race in one of those qualifying positions your feature starting position will be determined based on your 3-week handicap points in comparison to the other qualified drivers' 3-week handicap points.
- e. **FEATURE RACES:** Feature starting lineups are determined by combining how many drivers qualify from heat races in conjunction with a 3-handicap system that takes effect in the fourth week of competition. Qualified drivers with lower handicap points from the previous three weeks will start ahead of qualified drivers with higher handicap points.
 - i. Drivers that did not finish their heat race in a qualifying position will start the feature staggered after qualified drivers.
 - ii. **Example only:** If the top three cars of each heat qualify for the feature out of three heat races (9 total cars), unqualified cars will start from 10th place and beyond. The 10th place starter will be the 4th place finisher of Heat 1, the 11th place starter will be the 4th place finisher of Heat 2, the 12th place starter will be the 4th place finisher of Heat 3, the 13th place starter will be the 5th place finisher of Heat 1, and so on through the field.
 - iii. If a first timer competitor qualifies through heats, they should expect to start behind cars that have received handicap points, due to the first timer automatically receiving 61 points for each of the previous events they did not compete in.
 - iv. Any races that are set by a draw and heads-up racing will be set

according to heat results, draws, and/or inverts.

- f. When a draw system is used for starting position, the driver or their assigned representative may draw. However, the driver and car must already be present at the track to draw.
- g. Any driver choosing to start at the rear of any field for any reason is responsible to notify EMRP officials before doing so and prior to the posting of lineups if possible.
- h. If a car drops out of the posted starting lineup, the entire row will move up, not cross over.
- i. 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.

26. Handicapping

- a. Drivers will be handicapped based upon the three previous race events held. Handicapping will first take effect by setting the heat and feature starts for the fourth active week of competition.
- b. Any driver that misses an event will be credited with a win plus one (1) point (61pts) for that event for handicapping purposes only.
- c. Any driver that is disqualified or placed to the rear of a features' finishing order due to a rule infraction will receive a win plus two (2) points (62 pts) for the event they were disqualified from for handicapping purposes only.
- d. Any new drivers attempting to qualifying for their first week of competition at EMRP after handicapping has taken effect in the fourth week of competition will automatically have 61 pts awarded to their name for the previous three race events that they did not attend.
- e. If 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. To get "non-qualified" 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 EMRP officials, and the car is subject to inspection and approval by Officials, or no handicapping points will be awarded.

27. Race Start

- a. For qualifying and feature events, all cars must be in their correct starting position in the staging area prior to entering the racetrack in order to start in their designated position. Cars that enter the track after the field has entered the racetrack may join at the rear of the field (when directed to enter the track by the EMS Official(s) at the track entrance ONLY) up until the initial green flag is waved.
- b. Cars that do not take the initial green flag may not enter the race afterwards.
- c. 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.
- d. 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.

- e. 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.

28. Cautions and Scoring

- a. 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 it is a 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 will no longer be scored.
- b. 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.
- c. Any driver causing or involved in unreasonable delays in the program including but not limited to; excessive cautions, will be disqualified from the race at the discretion of EMRP officials. Not disputable.
- d. Three Strikes Rule: If you are the cause of three cautions in one event, you will receive the black flag.
- e. If you receive the black flag, you must exit the racing surface for the remainder of that event.
- f. Cars thought to have caused a caution intentionally may be penalized.
- g. EMRP institutes a choose rule to set many restart fields. Be vigilant of the track and listen carefully for your race director to tell you when to choose.

29. Race Halt

- a. 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.

30. Green Flags (Start of Race)

- a. At the beginning of each race (initial start), cars must maintain position as designated by the current lineup until the flagman waves the green flag.
- b. 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).
- c. 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.
- d. 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.

31. Blue Flags with Diagonal Yellow Stripe (Passing Flags)

- a. 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.
- b. 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.

32. Yellow Flags (Caution Flag)

- a. 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 EMRP division race back to the caution flag. The line-up and restart procedure will revert 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.
- b. Cars must immediately slow down to a cautious pace on all yellow flags and fall into single file order. The EMRP 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.
- c. The flagman will give the “one to go” signal, indicating we will go green next time by. Cars returning to the racetrack 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.
- d. No pit crews may push, service, or repair any wrecked or damaged car on the racing surface. The car must be in its designated pit stall before any work can commence.
- e. All cars attempting to rejoin the field after pitting must observe and obey the EMRP Official(s) on the ramp at the track entrance, signifying your ability to enter the track.

33. Red Flags (Stop all Movement)

- a. 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 EMRP Official. Cars that have stopped on the racing surface during a red flag may not be worked on or serviced by anyone.
- b. All work on any cars that are in the pit area must stop during red flag periods. Cars returning to the racetrack from the pit area while the red flag is out must wait until the yellow flag is displayed before entering the track.
- c. You may not move your car under a red flag condition unless instructed to do so by an EMRP 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 EMRP Officials.

34. Black Flag (Exit Track Immediately and Safely)

- a. The black flag means exit the track immediately and safely and report to an EMRP Official for consultation (it does not mean automatic disqualification).
- b. 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.
- c. 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.
- d. 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 EMRP Officials.

35. White Flag (One Lap to Go)

- a. 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 racetrack and will revert to the last scored green flag lap.
- b. 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.
- c. No car may receive any assistance on the racetrack after the white flag has been displayed.

36. Checkered Flag (End of Race)

- a. 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.
- b. Any car that is signaled to go to tech must report DIRECTLY to the Tech area. Do NOT return to your pit area.
- c. Cars may not receive any service in Victory Lane. All race winners should expect to proceed from Victory Lane DIRECTLY to the Tech area.

37. Violations and Disciplines (General Scope of Penalties)

- a. 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 EMRP.
- b. All car owners, drivers, pit crew members, fans, and employees are subject to disciplinary action for misconduct or violation of any EMRP rules.
- c. The driver is responsible for the actions of their team members. Disciplinary action may be taken upon the driver for the actions of their team members. This includes, but is not limited to, fighting, instigating, or making threats to EMRP Official(s).

38. Car Appearance

- a. All competitors are expected to field a well-maintained and professional-looking car. Divisions with a "Stock" body must retain the stock OEM look, contour, lines, and angles.
- b. Regular maintenance of the car's appearance is expected throughout the season. At their discretion, EMRP Officials may instruct competitors to change or maintain all appearance items during the season.
- c. Numbers (approved and registered by EMRP) 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.
- d. 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.
- e. 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. EMRP Officials may use their discretion in requesting color changes due to poor visibility and scoring issues. EMRP 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 EMRP Officials.

39. Tires

- a. Chemical treatment of tires (softening) is not permitted and if found guilty will result in the disqualification from the event and loss of prize money and points. Drivers guilty of altering and/or chemical treatment of tires may also be suspended. If a driver is found altering and/or chemical treatment of tires on the last night of competition, he/she will be disqualified for that night of points and prize money and deducted of all points from the previous night of competition.
- b. Specific rules regarding eligible tires for each division are in the division rule books.

40. Disqualifications

- a. Drivers and teams can be disqualified from competition at the discretion of EMRP officials.
- b. Cars that scale and do not meet minimum weight will be disqualified.
- c. Cars that do not report to scales that have been requested to do so will be disqualified.
- d. Cars that have illegal tires will be disqualified.
- e. Teams found to be breaking rules from the general rulebook and/or their divisional rulebook will be disqualified.
- f. Drivers that compete in a unsportsmanlike manor and disregard other competitors safety may be disqualified.
- g. If a driver is disqualified, they will receive 0 points for any scoring from that night. No heat or feature points will be awarded. The 0 points will remain fixed towards their season points. Drivers can not drop disqualified events for their mandatory one-race drop in the season points.

41. Equalization

- a. EMRP officials reserve the right to request that driver's add weight or make

specific requested changes to certain cars to keep divisions more competitive with each other.

- b. If an EMRP official requests that you make a change to your car, you must make the change and be approved by EMRP officials before you may compete and receive scoring for any events.

REMINDER: ANYTHING not specifically addressed in the rules, or any deviation from the printed rules for any division – MUST be cleared with and approved by EMRP officials PRIOR to acceptance. We can be reached by phone at (315) 323-6033, at emrptechinspector@yahoo.com, emrpgm@yahoo.com, emrpracedirector@yahoo.com, evansmillsracewaypark@yahoo.com, and messaged on Facebook.