



The procedural rules set forth herein are designed to provide for the orderly conduct of racing events at Montpelier Motor Speedway, hereinafter referred to as MMS, and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all non-sanctioned events. By participating in these events, all participants are deemed to have complied with these rules. MMS officials shall be empowered to alter show format and revise track procedures in the event of, but not

limited to, car count, inclement weather, challenging track conditions and/or other extenuating circumstances. **NO EXPRESSED, OR IMPLIED, WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH, THESE RULES AS PRINTED OR ALTERED. Any interpretation or deviation of these rules is left to the discretion of the MMS Race Director, whose decision is final.**

1- General Regulations:

- a. MMS is private property. The management reserves the right to refuse entry to any individuals and/or vehicles onto the property and further reserves the right to eject any individuals and/or vehicles from the premises at any time, if in the discretion of MMS, determines their presence or conduct is not in the best interest of MMS.
- b. The MMS management reserves the right to suspend, disqualify, bar and/or fine (with payment as a condition of further competition) any participants who, in their discretion, are engaged in misconduct, and whose presence or conduct is deemed not to be in the best interest of MMS or auto racing. The duration and severity of any such action shall be determined solely by the MMS management.
- c. The defined pit area is a restricted area. Before entering the pit area, everyone must properly complete and sign an insurance waiver release form. Entering the pit area without signing the release form shall be considered trespassing.
- d. Persons under the age of 18 who wish to enter the pit area must also properly complete an annual *Parental Consent, Release and Waiver of Liability, assumption of Risk, and Indemnity Agreement*.
- e. Each person signing into the pit area is expected to conduct themselves in a sportsmanlike manner on and off the racetrack and understands –
 1. Fighting and/or behavior threatening violence will not be tolerated. Involvement is punishable by up to 5 years suspension from MMS.
 2. Illegal drugs, drug paraphernalia or weapons are not permitted.
 3. The use of alcoholic beverages is not permitted immediately before or during a competition event.
 4. All signage on race cars shall be in good taste. Profanity and indecency will not be tolerated.
 5. Foul language will not be tolerated during public address interviews.
- f. No open fires or open flag grills are allowed in the pit area during competition events.
- g. The dumping of any type of petroleum product or other hazardous waste upon the grounds of MMS is strictly prohibited and any violation will result in a fine, suspension or both. Used or discarded tires may not be left behind, subject to a \$25 fine per tire.
- h. One work area vehicle per entry is permitted. The number of riders per vehicle is limited to the seating provided on the vehicle. Work area vehicles must remain in the pit area, may be used only at specified times and may not be used outside of the pit area. They are not allowed on the racing surface at any time.
- i. The driver and car owner assume all responsibility for the actions of their pit crew or guests within their pit area.
- j. The scoring booth and/or flag stand are not to be entered by anyone other than designated MMS officials. In the event of any question regarding scoring decisions, the questioning driver and/or may be invited into the scoring booth upon completion of the race meet for an explanation.
- k. All drivers in competition are required to be equipped with a fully functional RACEceiver unit and a working yellow Westhold transponder in place whenever their car is on the racetrack.
- l. Any pet in the pit area must be leashed, always restrained and cleaned up after. Pets are not permitted into the grandstand area.
- m. An MMS Competition Driver License (\$15 fee) is mandatory for all drivers – regardless of division or sanction.

2- Race Procedures:

- a. The minimum age for any driver in competition shall be 14 as of the day of competition. Proof of age may be required.
- b. For safety reasons, MMS may be required a participant to undergo a physical, psychological or substance examination by duly designated medical professionals, at the participant's expense.
- c. The interpretation of race and/or scoring procedures by MMS officials shall be final.
- d. **PILL DRAW:**
Unless otherwise announced, the pill draw for practice groups, heat race line-up purposes and/or time trial order will take place at the registration window/table. The competing car must be in presence and any team member can draw the pill. The pill draw will end promptly one-half hour before the scheduled practice time; cars arriving after that point will be lined up in the 'scratch' position. Once a pill is drawn it is final for that driver/car combination. A driver may be entered in only one car per division.
- e. **DRIVER MEETING:**
The attendance by all drivers, and one crew member is mandatory at all driver meetings. A roll call may be made and the failure to attend will result in the loss of the pill drawn, and the car/driver will be lined up in the 'scratch' position.

- f. All cars are subject to random technical, safety inspections and/or weight checks at any time during a competition event. The failure to abide will result in admittance of guilt and disqualification from that event.
- g. The number of cars to be scaled nightly will be announced at the driver meeting and/posted at the line-up board. Crew members are not permitted inside the scale area. At the scales, the car must pull directly on to the scales. The displayed weight is the official weight for that car. If the announced minimum weight is not met, the car can pull forward and then back on to the scales one more time. If, at the scales, the car fails to meet the minimum weight restriction, the following penalties apply –
1. Timed Practice/Time Trials – the car forfeits the earned time and must start ‘scratch’ in a heat race.
 2. Heat Race – the car is disqualified from that event, remains eligible for the next scheduled event, and start in ‘scratch’ position.
 3. A-Main – the car is disqualified from that event and forfeits all prize money and positions earned.
- h. LINE-UPS:
Once determined, the line-ups and event order will be posted at the designated area(s). It will be the team’s responsibility to be aware of the line-up and event order. All cars must run in their posted event and may not switch events or tag another event if they miss their scheduled event(s).
- i. STAGING:
Unless announced otherwise, all divisions will be staged in the designated staging area in a timely manner. Any car arriving to the staging area after the line-up is set must start at the tail of that event. In the event a car is missing or moved to the tail, the entire row is moved forward. We do not criss-cross at any time. The cars are to enter the racetrack in the proper alignment and fall into immediate position. Unless advised over the RACEceiver, by the race director hot lapping will not be permitted or tolerated.
- j. ALTERNATES:
It is the responsibility of any eligible alternates to be near the staging area and ready to go, if needed. The pit steward will signal to the alternate if a position needs to be filled, and the alternate must move immediately to the tail of the field. An event will not be held up to allow for a scheduled or alternate car to enter the race. Once the initial green flag is dropped on an event, the field is considered to be set and no additional cars can move into the starting field.
- k. DRIVER CHANGES:
Driver changes are permitted into a car that has been properly registered for and has seen track time during the race meet. The new car and driver combination must start ‘scratch’ in the event that the change took place, but will retain all positions earned from that point forward.
- l. PACE VEHICLE:
If a pace vehicle is being used, unless directed by the race director over the RACEceiver, any driver that passes the pace vehicle on the track will be fined \$50 and sent to the rear of the starting field.
- m. RACE STARTS:
When the yellow caution lights are turned off the green flag will be displayed that lap. The acceleration area will be detailed in the driver meeting. The race leader must start the race within this designated area. Upon accelerating, the green flag will be displayed, and the race is considered underway. Any attempt by the leader to start the race outside of the acceleration area will be a jump. Additionally, cars passing before this point or dropping out of line to ‘slingshot’ will be considered to have jumped. Any car charged with a jump will be penalized two positions on the next restart or at the finish; whichever comes first. The original green flag must be taken on the track to be scored and earn prize money in that event. All green flags must be taken on the track at the start/finish line. The only entrance to the racing surface, at any time, is via the designated staging area.
- n. RACE RESTARTS:
When the yellow caution lights are turned off, the green flag will be displayed that lap. Leader will be single file and all others double file on restarts for all divisions, unless announced differently by the race director over the RACEceiver. Using a ‘split scoring’ system, the cars must first line-up single file. Involved or lapped cars will be moved to the tail on all restarts, in the order of their scored laps. Once in proper order per radio instructions, the second-place driver will be asked to choose inside or outside and then everyone will fall into position accordingly. All cars behind the leader are to be double-file and nose-to-tail. The leader starts the race within the acceleration area. There will be one double-file restart attempt per incident – after that it will be a single-file restart. There is to be no lagging back to slingshot the restart.
- o. YELLOW FLAG:
Any car(s) that stop on the racetrack to cause a yellow flag will be realigned to the rear of the field on the restart, but ahead of lapped cars, if on the same lap of the leader. If debris causes the yellow flag situation, and the offending car(s) can be identified, it (they) must restart at the tail. The first lap is NOT a complete restart; cars involved in a yellow or red flag situation will be sent to the rear of the field and the starting line-up realigned, with no cross-crossing. Any car(s) determined to have intentionally caused a yellow flag situation may be disqualified from that event or will lose one scored lap. Watch for safety vehicles/workers during yellow flag periods. Cars involved in two yellow/red flag situations in preliminary events or three yellow/red flag situations in feature events will be sent to the pit area.
- P. RED FLAG:
When the red flag is shown and/or announced over the RACEceiver, all cars are to stop as safely and quickly as possible to allow for emergency vehicles and safety personnel to get to the cause of the red flag situation. Cars determined to have been involved in the red flag incident will be realigned to the rear of the field on the restart, in the order they were running on the

last previously scored lap, but ahead of lapped cars, if on the same lap as the leader. Track officials will determine and signal if it is an 'open' or 'closed' red flag period. If it is closed, no work may be done to the cars and not pit crew members are allowed on the racing surface. If it is open, pit crew members are allowed to work on their cars but may not change tires. All crew members must return to their pits when signaled. Failure to immediately return or holding up the restart will result in the affected car(s) to be realigned to the rear of the field, behind the cars that were involved in the red flag situation. Any car entering the pit area during the red flag situation must perform all work within the work area and will restart at the tail. Cars in the pit area may return only through the designated entrance point and only under the direction of the pit steward.

q. **BLACK FLAG:**

The black flag is a consultation flag. When received, the affected car(s) must pull immediately into the infield and report to the pit steward for an explanation. Unless an infraction is detected/determined, the car(s) may return to its (their) proper position(s).

r. A race is considered complete when the leader crosses the finish line and receives the checkered flag to become the winner. If there is a yellow or red flag situation after the leader crosses the finish line and receives the checkered flag, the race is scored and paid in the same manner as a yellow or red flag realignment.

s. MMS officials will determine all available information in the determination of a 'photo' finish and their decision shall be final and binding.

t. All races must be completed in a 'green-white-checker' manner. This means if the race is slowed or stopped on the white flag lap, prior to the leader receiving the checkered flag, that race will be restarted and run for two consecutive laps before completion. Under certain conditions, at the discretion of the race director, a one-lap 'white-checker' finish is allowable and will be announced over the RACEceiver.

u. When entering the pit area from the race track, drivers are to do so slowly and safely; in the announced direction. Any cars entering the pit area in an unsafe or erratic manner will be subject to a misconduct penalty at the discretion of track officials.

v. Unless announced otherwise, cars entering the pit area during heat races will not be allowed to the racetrack. In feature events, cars may enter the work area and return to the event via the designated driveway only; under the direction of the pit steward. If laps are completed while the car is in the work area, it will not be scored in those laps. If a car uses any area other than the work area, it will be disqualified from that race.

w. Track officials are not permitted to assist with any damage or repairs to a car; unless it is a safety issue.

x. All events and race meets may be subject to a curfew, at the discretion of the MMS race director. Unless announced otherwise over the RACEceiver or posted at the line-up board the race curfew shall be one minute per scheduled lap distance.

y. Any race that is scored half-way or beyond and is subsequently cancelled due to weather, act of nature or any situation that is beyond the control of the MMS officials, is considered to be completed and will be paid according to the last fully scored lap.

z. All positions are earned by the car, not the driver. If there is a change of drivers, that car must start to the tail of the affected event. Any positions earned are then kept. Driver changes are not permitted during a race.

aa. The official finishes from the race meet will be posted at the line-up board as soon after the completion of the event as possible. Any scoring issues must be addressed within 15 minutes of the posting time as indicated on the result sheet. All race winnings earned by a driver will be paid and assigned to the entity and tax ID number shown on the W-9 form. Driver and owner are responsible for their own arrangements for earned prize money distribution.

3. Point standings and point fund: (if applicable)

a. To be eligible to earn points and point fund money, the driver must have a fully executed and paid 2022 MMS Competition License. Additionally, if the division is sponsored the supplied sponsor decal must be properly displayed on the race car.

b. All earned point money is paid to the entity identified on the W-9 form and will be filed for tax purposes accordingly.

c. Points will be awarded to each eligible driver according to their finishing position in the A-Main, according to the following schedule: 1)40 2)38 3(37) 4(36) 5(35) 6(34) 7(33) 8)32 9)31 10)30 11)29 12)28 13)27 14)26 15)25 16)24 17)23 18)22 19)21 20)20 21)19 22)18 23)17 24)16. Drivers that fail to earn a finishing position in the A-Main will receive 12 points, provided the car participated in actual track time.

d. Drivers cannot earn points from more than one car per event, per division. In the event a driver transfers to another car, the points earned from that care are tabulated and any points earned from the first care are voided.

e. In the event that a tie should occur in the final end-of-year point standings, in any position, the tie will be broken by using the following tiebreakers, in order – most feature wins, most feature second-place finishes, etc. until tie is broken.

f. To be eligible for any posted point fund money, a driver must have completed in 75% or more of the point-awarding events.

4 Event order:

a. A 'regular' race meet will follow this structure; any deviations will be announced/detailed at the driver meeting.

1. registration
2. driver meeting
3. grouped timed hot laps
4. heat races
5. driver redraw
6. B-Mains as needed
7. A-Mains

b. The number of events and lap distances will be announced at the mandatory driver meeting.