

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 acceptance 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 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.

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions, that in his opinion, does not alter the minimum acceptance requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation of deviation of these rules is left to the discretion of the officials. Their decision is final.

--- THE MANAGEMENT OF BEDFORD SPEEDWAY

GENERAL RULES AND REGULATIONS

Late Model, Limited Late Model, Street Stocks, Crusier/Hobbys

GENERAL RULES

Only cars suitable for competition will be approved. The promoters and/or officials reserve the right to reject any car or driver without cause or recourse.

Every person or group of persons who enter into the pit and racing area, or participates in competitions sanctioned or promoted by the Bedford Speedway does acknowledge, represent, and warrants that he has read, understands and agrees to abide by the rules and regulations in their entirety as set down by the promoters and/or officials in charge of the racing programs under these rules, and that his permission to participate or enter the grounds shall constitute his acceptance of the same.

The Bedford Speedway does not desire, nor propose, to establish a monopoly in automotive competition, and no person may be a member or participate in any of its activities in any way except of his own free will.

The official's interpretation of these rules shall be accepted as binding.

Speedway management reserves the right to add, amend, or change the rules and regulations during the current season

DRIVERS

Drivers may qualify more than one car. However, when a driver takes the green flag to qualify a second car, the first car that he qualified is automatically disqualified. Drivers changing cars will go to the rear of the field.

In the event of rain and the feature is postponed to another date after qualifying has been completed no new cars or drivers will be allowed to enter the “make-up” feature, as the field is already set.

If you have earned a “guaranteed starting position” in an event, **you must be present and attempt to qualify in your time trial /heat/consi**

NOTE: Participants- i.e owners, drivers, mechanics, pitmen, agents, etc., when entering into an event, are independent contractors, and as such shall assume and take all the responsibility for all charges, premiums, and taxes, if any, payable on any funds or prize money they may receive as a result of their participation in any speedway event.

INSURANCE

At each racing program, a pit insurance fee will be charged. Payment of this fee, plus the affixing of each participants personal signature, on the pit register and release; releases the Association, Corporations, Promoters, and Officials from any and all liability, and makes the insurance carrier liable. Failure to remit the required fee, and personally signing the pit register and release shall nullify any and all claims against the Association, Corporations, promoters, Officials, and the insurance carrier, for death or injury incurred prior to, during, or after the racing program. All participants, including but not limited to owners, drivers, mechanics, pitmen, equipment operators, officials, and agents of such, recognizing that automobile racing is a hazardous undertaking, assumes all of the risk by reason of his participation in, or association with automobile racing, and does for himself and/or herself, his and/or her, executors and administrators, successors and assigns, release, and discharge the Association and their respective Officials or administrators, successors and assigns from any and all liability for personal injuries that may be received, and from all claims and damages for injury to persons or property, growing out of, or resulting from race, races or any other competition of any track or tracks, equipment, cars or other devices used therefore, whatsoever.

Any person under the age of 14 will be permitted into the pit area after completing a parent or guardian form. This form must be notarized; this is our insurance company requirements.

Any injury occurring during racing program **MUST BE** reported to the track office **before** leaving the speedway by the injured person, his or her car owner, or a member of the crew.

QUALIFYING

1. Qualifying will be by heat or a consi event. Heats will be 10 laps for LM if there are only 2 heats scheduled or 8 laps if there are 3 or more heats scheduled, 8laps for LL, 6 laps for SS, 6 laps for C/H, and 5 laps for 4 cylinders. In the event, that any division should have 13 cars or less signed in – NO HEATS will be run for that division. (pill draw will determine the feature line-up.) Consi events, may vary due to number of entrants, changes will be posted. If lack of entries makes a full consi unnecessary, the event may be scrubbed entirely or ended on the parade lap. If checkered, (a yellow consi), only those who answered the call will qualify (in that order) to run the feature.

Heat line-ups will be according to pill draw. Drivers who arrive after 6:45p.m. will be assigned to the rear of a heat. Drivers not in the staging area when the pace vehicle pulls on the track will report to the rear. The number of heats determines the number of qualifiers for each heat.

2. **ALL CLASSES** - for the **Heats** and the **Features**, you will enter the track on turn 1 and fire off turn 4.
3. On opening night **ONLY**, A pill re-draw will determine starting lineup for **qualified** cars. The pill re-draw will be at the scales (after your heat) after you pass tech. Inspection. The number of cars qualifying will be determined by the number of heats in the class:
 - 2 Heats – top 5 in each heat will re-draw
 - 3 Heats - top 3 in each heat will re-draw
 - 4 Heats - top 3 in each heat will re-draw
 - 5 Heats – top 2 in each heat will re-draw

After the initial night of racing, cars will be handicapped that are in qualifying positions.

Qualifying positions will be:

2 Heats – top 5 in each heat Qualified

3 Heats - top 3 in each heat Qualified

4 Heats - top 3 in each heat Qualified

5 Heats – top 2 in each heat Qualified

Handicapping will be by Bedford Speedway total points up to, but not including, that night's events. The total number of points will then be divided by the number of races run thus far. This will create an average point standing. The qualified car with the least amount of points will be on the pole, the qualified car with the next lowest amount of points will be on the outside of row one....ect.

If there is a new car to the track, (New car constitutes- has not run at Bedford Speedway thus far in 2008), and this car earns a qualifying position he will start at the end of the qualifiers. (Example - 2 Heats top 5 out of each heat - 1 new car is in a qualifying position - he will start 10th.) In the event that two or more new cars earn qualifying positions thru the heats they will start at the end of the qualified cars in order of their heat-finishing place.

In the event that there is a tie in the average points, we will look at the number of feature wins. The one with the most feature wins would start behind the one with the lesser amount. If both have the same number of feature wins, we then look at second place finishes, then third....ect.

In the event that a car is disqualified at the scale, the first car from that said heat, not in a qualifying position, will be tech'ed and will be handicapped.

All other cars (cars not in qualifying positions) will be lined up according to the order in which they finished their heat.

4. Relief drivers, substitutes, or driver changes are permitted, but:
 - a. Officials must be notified **BEFORE** the event starts.
 - b. If the change is after the pill draw is closed, but, before qualification, the car takes the spot of the pill number, the driver signed in, pulled.

- c. If the change occurs after the qualifications, the car starts at the rear of the feature.
- d. All points go with the driver.

GREEN FLAG RACING

1. The flagman has complete control of the race.
2. Drivers remain in formation, with no racing or passing until:
 - a. The field passes the designated “break point” on the track
 - b. The leader “makes the break” and the flagman drops the green.
3. “Jump Starts” will not be tolerated !!!
4. All single file starts come off the cone. Cars must pass to the right of the cone in single file.
5. Cars not running at competitive speed must heed the layover flag (blue with yellow stripe) in racing conditions and vacate the race groove as soon as possible on each restart. Any car not maintaining racing speed may be black flagged.
6. The feature event is considered started at the expected throw of the initial green and the field is closed to any alternate or add on starters.
7. Beginning with the initial start, the flagman will call for a single file formation after two unsuccessful start attempts.
8. All entrances onto the racing surface must be done at the second turn gate.
9. Distances for regular feature events will be (all green laps): 25 laps LM, 20 laps LL, 18 laps SS, 15 laps C/H .
 - a. If in the event curfew hits and a race is half over, a one lap to go will be given. If the race is NOT half over it will be red flagged and resumed at another time.
 - b. Weather / equipment failure – one lap after half way is official.
10. Anyone who turns a 360 – the yellow flag will automatically be thrown and the car will be sent to the rear. This is for the safety of the driver, as well as, the other competitors on the track.
11. If a driver spins out, after the caution has been thrown (for someone else), he will maintain his position.

YELLOW FLAG RACING

1. The field must slow down behind the leader or pace car immediately.
2. In the event that the field has not made one complete lap (at the discretion of the scorers), there will be a complete restart. All other restarts will come from a single file formation. Lapped cars will hold their positions.
3. The restart order will be derived this way:
 - a. Any lap the leader, plus 1, completes is a counted lap.
 - b. The leader and anyone else who has completed the lap are frozen in the positions held when they crossed the line.
 - c. Everyone unable to get by the line after the leader but before the yellow will get credit for that lap, but are frozen in the positions held the **LAST** time they personally crossed the line.
 - d. Cars whose forward progress were hindered by the incident but did not stop on the track are scored as either 3b or 3c above.
 - e. Any car stopping on the track, Unless clearly stopping to avoid an accident scene (at the discretion of an official or scorer), or going pit side forfeits his or her restart spot and goes to the rear. This includes identifiable debris from a car, which may have caused a caution.
 - f. Intentional slowing or stopping to bring about a caution is not acceptable and will not be tolerated, except in the event, of the feature and you have a flat tire.
 - g. If a car goes pit side during a caution for a flat tire(ONLY), two courtesy laps will be given. (This only applies in the feature events) If possible, please go to the high side of the track and slow down, thus alerting the flagman to your flat tire. He will throw the caution, and you will be able to enter the pits safely. The two laps will start when the car reaches its pit area.

4. Any driver deemed at fault in three yellow flag incidents in an event will be black-flagged from that event.
5. **No work may be performed on any car at any time on the track surface.**
6. No crewmembers are allowed on the track except as requested by track officials.
7. All entrances onto the track surface must come at the turn two gate.

RED FLAG RACING

1. All racing halts and the field must stop as soon as safely possible.
2. On an unplanned (crash) red, no one but the driver is allowed past the snowfence.
3. No work (no tools) is to be done to any car. Tire gage, air tank, and tear-offs, and fuel are the only “equipment” permitted on the track during a red flag. **If you work on your car while under a red flag (due to a crash or fuel stop) you will be black flagged and not permitted to finish the event.**
4. The pits are off limits. You must wait until the yellow flag is displayed to enter the pit area. A trip to the pits earns a disqualification.
5. Cars leaving the crash scene or the pits fall in at the rear of the non-penalized field in sequence.

BLACK FLAG APPLICATIONS:

1. The black flag use is at the discretion of the starter.
2. The recipient of the black flag must leave the track surface immediately.
3. Disobedience of the black flag will result in the offending car not being scored for the duration of the event and subsequent penalties.
4. Not all black flag applications are final. Sometimes it is used only to bring a competitor into the pits for consultations concerning safety issues.

SPORTSMANSHIP

1. Any protest must be made in an orderly and dignified manner to the proper official.

2. **Erratic driving (rough riding) Will Not Be Tolerated !!!** The management reserves the right to impose disqualification's, fines, instant loadups, and/or suspensions.
3. Unsportsmanlike conduct (arguing, fighting, misrepresentation, theft, and vandalism ect.) on the grounds may result in disqualification, fines, instant loadups or suspensions.
4. **Any one physically assaulting a speedway employee will be subject to disqualification, \$1000.00 fine and suspension.**
5. Any driver who exits his or her car on the racing surface to prolong an argument with an official, refuses to move his or her car when requested, or otherwise creates a nuisance, will receive time off for his or her misbehavior.
6. The car owner and or driver is responsible for the behavior of the entire crew and could bear the brunt of any disciplinary action that they earn, especially in rule 3 and 4 above.
7. No Driver or Crew Person may enter another drivers pit area in any hostile manner (meaning: hostile words and/or jesters or physical altercations).
8. No person can touch another drivers person or equipment On or Off the track!
This rule applies to crew personnel also!

**MANAGEMENT INTERPRETATION AND ENFORCEMENT OF THESE
GROUND RULES WILL BE FINAL !!!!**

Turn #1 Pit/Grandstand Gate – You will only be able to cross the track at the following times:

Before the races , After Hot Laps , After the LM heats , after the C/H heats, and after the completion of each feature.

Pay-Out – Please do not come down to get your pay until it is announced that your payout is ready! You can pick up your pay on race night. Any pay not picked up on race night, will be mailed out on Monday or the day after the race.

BEDFORD SPEEDWAY POINTS SYSTEM

Heats

1-30pts.

2-25pts.

3-20pts.

4-15pts.

5-10pts.

6-5pts.

Feature

1-120pts.

2-115pts.

3-110pts.

4-105pts.

5-100pts.

6-95pts.

7-90pts.

8-85pts.

9-80pts.

10-75pts.

11-70pts.

12-65pts.

13-60pts.

14-55pts.

15-50pts.

16-45pts.

17-40pts.

18-35pts.

19-30pts.

20-25pts.

21-20pts.

22-15pts.

23-10pts.

24-5pts.

In the event that any class should start more than 24 cars, each position after 24th will receive 5 pts and 24th place pay.