

Arizona Mini Sprint Association

Rule Book

2009

Membership and Voting Rights:

The fee for a racing membership is \$60.00. Each car with at least one paid racing membership will have a vote. To vote, racing members must have participated in a minimum of 3 races in the current racing season. Racing Members Voting Rights will be retained until the sixth (6) race of the next season. The fee for an Associate Membership is \$30.00. Associate Memberships are for anyone who is interested in being part of the association. *Other racing or associate members may vote for a car if a letter of proxy is presented to the AMSA board. A member may only vote his or her vote and one (1) proxy vote at any meeting requiring a vote by the membership. No one Person May have more than 2 votes. (which may include proxy) Non Racing Board members will have voting rights.*

Drivers may be required to purchase track insurance to participate.

Only racing members will be allowed to run races with the association. All non-members will be allowed three (3) grace races (race weekends will be considered 2 races) and then will be expected to join the association before racing with the association again. Non-members will participate in the purse but will not receive points. Non-members will tag at the rear of all races. Out of state racers will be given a grace of one (1) weekend and will tag the heat race. The AMSA board will determine if they will get their earned starting position in the main. Registered racing members will be responsible for the actions of all persons in their pits.

Test on Rule Book

All racing members must pass a test on rulebook to race with us. This is to insure that drivers know the rules. This is an open book test, this will proof that you have read the book. This must be done by the time you run your third (3) race.

Minimum Age

The minimum age for driving in competition shall be determined by the racetrack as required by the facilities insurance carrier. The AMSA minimum age for driving in competition shall be 14 years old, with approval of the Competition Committee. A review period, for drivers under 16 years old, will be established, which must be passed prior to being allowed to compete in competition. Drivers under the age of 16 must have his or her, own insurance and the AMSA waves any and all responsibility for injury or accident associated with the underage driver. *A Certified copy of a birth certificated is required, for participation, or drivers license if under the age of 18.*

New (rookie) racing members will tag at the rear of all races until the AMSA Competition Committee approves him or her to take their place in the field. Rookie drivers could not have participated in more than two (2) point's races in the previous year with AMSA. The rookies, determined by their point total, will be eligible for Rookie of the Year. The Rookie of the Year will be determined by the year end point stranding.

Driver Meeting

A short Pre-Race meeting will be held at the track every race night. Members will be notified 30 days prior to any general membership (voting) meetings. AMSA Board members will meet when it is deemed necessary. Sign-in and pill draw for starting positions will take place at the Driver Meeting. Those not attending the driver meeting and participating in the pill draw shall tag the rear of the assigned heat race. There will be a \$20.00 race fee at pill draw. If you bring in a \$200.00 sponsor the \$20.00 fee is waived for five (5) races.

Driver's meeting is mandatory. Those not in attendances @ track will tag heat race, those at the track but miss meeting will tag all night, unless previous arrangements are made with president ahead of time.

Scoring and Points

Track officials will be the official score keeper under the guideline of intent of the AMSA board. Only Racing members will run for points. Your points, and throwaway races, will start from that date the board receives your complete application package. This includes applications, wavier, and dues. The point championship will be based on all point races. All drivers will receive five (5) points per night for showing up at the track with their racecar and making an effort to participate in the night's racing program. Fifty (50) points will be given for all shows raced out of town (Phoenix area). There will be three (3) throwaway events. You must throw away three (3) events! These may consist of anywhere from zero (0) points, for no shows, through whatever. Events you have been suspended or disqualified from will not count as your throwaway events.

There will be Passing points in the Main Event only.

Passing points awarded for each car passed. Five (5) points per position gained based on starting position, compared to finish position. If the track issues a penalty that changes your start spot- *NO PASSING POINTS UNTIL YOUR ORIGINAL SPOT IS REACHED.*

Racing points will be awarded as follows:

<i>Trophy Dash</i>	<i>Heat Race</i>	<i>"B"</i>	<i>"A" Main</i>
1 st	150	1 st thru 8 th transfer	1 st 300
2 nd	145	9 th 50	2 nd 290
3 rd	140	10 th 40	3 rd 280
4 th	135	11 th 30	4 th 270
5 th	130	12 th 20	5 th 260
6 th	125	13 th thru 20 th 10	6 th 250
etc.	etc.		etc. etc.

Owner Points

Car owners will earn points per car per race equal to the points earned by the driver. If a owner has multiple cars he will receive points for the highest finishing car for the night.

Pre Season Tech

All cars showing up will be awarded 25 points. Out of town cars will be allowed to show up early for 1st race at time set by tech official and still receive 25 points

Prize Money

A progressive purse will be paid to those who participate in the night's racing according to the purse moneys provided by the track and sponsors. The prize moneys will go to the cars starting in the "A" Main Event. At "A" Main Events that have less than twenty, (20) cars, the prize moneys for the positions not filled will be put into the general association fund. The AMSA board may withhold prize moneys if a protest has been filed. Moneys will be paid at the next event following resolution of the protest. The AMSA Board may make exceptions to the purse schedule at its discretion. All racing members will be given at least fourteen (14) days advance notification by mail, electronic mail or by phone of points awarding race dates and schedule changes. Unless, it is just a track change notification will be as soon as possible.

Heat Races

The Heat races will be lined-up according to the pill draw system or time trials. There should be at least (8) cars in any Heat race, or as close to that as possible. Heat race, car count may be determined by the track. The top two finishers in each heat must go directly to the scales.

"B" Main Event

The "B" Main event line-up will be "straight up" from the heat race finishes. The top two finishers in the "B" Main must go directly to the scales.

“A” Main Event

Only twenty (20) cars will run in the “A” Main event (*unless deemed different by the Board before the racing starts for the evening*). A driver may drive only the car he or she has qualified IN by racing in the heat race. The top (12 - 16) cars from the Heat Races will transfer to the “A” Main. The balance must qualify through the “B” Main to transfer to the “A” Main. **IF YOU DID NOT TAKE A GREEN FLAG IN THE HEAT RACE YOU MAY TAG THE “B”MAIN**, provided there is a “B” main, *in your car or a different car*, in an effort TO QUALIFY FOR THE “A” MAIN. If a “B” Main event is not run, any driver or drivers that did not take the green flag through a heat race may be placed at the end of all qualified cars in the A main, *provided a full field has not qualified. (If no “B” main is run, there is no changing or switching of cars)* If more than one car is added to the field, the order will be decided according to the pill draw at that night's race. Driver and/or cars that tag the A main because they did not qualify through heat's or a B main will not receive passing points in the A main.

The Main Event inversion will be drawn by the winner of the First Heat race, at the conclusion of all Heat Races, to determine the “A” Main Event line-up. The inversion will consist of the following:

No inversion: 1 - (0)
Invert four: 1 - (4)
Invert six: 2 - (6)'s
Invert eight: 2 - (8)'s
Invert ten: 2 - (10)'s

The balance of the cars will be lined-up by their finish in the Heat Races. All cars transferring to the “A” Main from the “B” Main will forfeit the “B” Main points.

The top ten (10) starting positions will have five minutes from the time the preliminary main event line-up is ready (the initial 12 cars) to decide whether they want to move all the way to the rear of the field. If more than one (1) car wants to go to the rear, than the cars will line-up in the same order as they were in the preliminary line-up.

The top four (4) finishers of the “A” Main event must go directly to the designated inspection area upon the finish of the race and stop for inspection. If you finish in the top four, (4) you will be docked (2) positions, if you do not stop at the scale or designated inspection area. If you go to anybody's pits you will be disqualified for the main event.

Racing Rules

All AMSA members will comply with the track rules and track officials at all sanctioned events. All drivers must comply with the signals given by the starter and the track flagman. AMSA is not responsible for enforcing track rules.

Racing Starts

All Races will be rolling starts. The pole car is allowed to set the pace and the outside pole car is expected to stay even with the pole car. Cars will be in line nose to tail. If the track starter thinks the pace is too fast or too slow, he may adjust the speed of the start. It is the responsibility of the rest of the field to follow the lead of the pole car to the starting cone. All drivers must hold their positions on the start or they will be signaled to the rear of the field. The race will not be held up for this kind of unsportsmanlike conduct. The AMSA Board members and the track officials will be watching for "Texas Starts" and "Brake Jobs". A penalty of two, (2) positions will be assessed for each car passed under a "Texas Start" infraction, after the completion of the race. If you argue, you will lose two, (2) more positions!

There is a (2) position penalty for brake jobs.

Yellow Flags

There will be no racing under the yellow flag. On the restart, a single file line-up will be used, nose to tail. The line-up will be according to the positions on the last completed lap, before the yellow flag coming out.

Any time a race car is deemed dead on the track, spins out, or caused a yellow flag to come out, or is involved in a yellow flag incident, the racer must rejoin the field at the rear before restarting the race. The starter determines this! On initial starts if one car causes a yellow flag, that car goes to the back of the field. Two or more cars involved, makes a complete restart. The starter or flagman determines this!

In Heat Races or Main Events, two (2) spins or involvement in two (2) yellow flag incidents, the racer must go to the infield or pit area. Do not argue with the starter! He makes the call. We cannot and will not run races over! You may work on your car in work area and tag the field on restart per track rules.

Red Flags

Drivers must come to a complete stop as soon and as safely as possible. Do not lock-up brakes! Do not drive past the red flag incident! Shut off your racecar! Wait for flagman to give the all-clear sign! You may work on your car in the work area and get your spot back, but you must be back on the track before all the cars are moving under yellow or you tag the field, per track rules. You will be allowed to work on the racecar on the track during a red flag as long as nothing is unbolted and/or removed or from the racecar. No fuel is allowed to be added while on the track. The Drivers Representative will verify with the track before each race that this will be allowed. Track makes the final decision in regards to this rule. Penalty is DQ.

Tip Over

Any cars involved in a tip-over, rollover, or flip accident, must go to the designated inspection area, and have their car inspected by the tech inspector, pit steward, or a AMSA board member, or lastly a crew member, to inspect the car, before it is allowed to rejoin the race.

General Specifications of All Race Cars

All cars must be chain driven only. All cars must be sprint car appearing, meaning an open wheel car with hood and a traditional sprint car tail. Cars must be neat appearing and safely built. A quick release steering hub is mandatory on all cars.

Working brakes are mandatory on all cars. A positive on/off switch is mandatory on all cars. It must be well marked, operable and control the electric fuel pump (if electric fuel pump is used). Mufflers are mandatory on all cars. Must meet track rules. Any modifications made to mufflers must be approved by AMSA.

Instruments and Gauges

Only single (manual) use gauges will be allowed, the following is a list of the only approved gauges: water temperature, oil pressure, fuel pressure and tachometer. No combination or multipurpose gauges or boxes will be allowed i.e.: no Mychrons, Aims or similar devices.

General Chassis Specifications of all Race Cars:

Wheel base not less than 55 inches or more than 70 inches, from center of front axle to the center of the rear axle as measured on the ground, parallel to the rear axle. Width of the car not less than 44 inches or more than 50 inches, center of left tread to the center of the right tread as measured on the ground.

All roll cages must be padded on both sides of the top of the roll cage and on any tubing behind the driver's head. Roll cage must be a minimum of 3 inches above the driver's helmet. Elbow bars are recommended between the front and the rear uprights. Padding will be recommended on elbow bars if they are used. Seats must be bolted in with minimum of (3) bolts. A mandatory cross brace must be installed behind the seat to support the shoulder harness.

An X or A frame brace on the rear of the upright is mandatory. The nose wing and mounting brackets, may be no more than six (6) inches beyond the front of the chassis. Nothing may extend more than one (1) inch past the rear of the chassis, measured at an angle to frame, except nose cones, bumpers, hood, tail and the suspension parts. No panels on the side of driver in front of "C" pillar above elbow guard, which cannot be any

higher than the bottom of driver's helmet. Nothing may extend outside a straight edge placed between the outside of the front and rear tires.

Front bumpers, rear bumpers, and three point nerf bars (kick-outs) are mandatory. Bars must be a separate entity and be made of minimum, three (3) point construction from a minimum of $\frac{3}{4}$ inch, .095 inch wall thickness aluminum tubing or $\frac{1}{2}$ inch, .083 steel tubing. Bars must protect a minimum $\frac{1}{3}$ of the tire, but shall not protrude past the outside tire. No radios may be used in the car or by the driver.

Chassis Specifications of all Race Cars Continued

All cars must have six (6) point roll cage.

Chassis Specifications (600cc)

Minimum of $1\frac{1}{8}$ inch diameter of .065 wall thickness or $1\frac{1}{4}$ diameter .065 wall thickness. Roll cages and frames shall be made of chromoly steel or equivalent. Roll cage shall have for and aft bracing and strength to support the car and driver incase of an upset. Roll cage shall have gussets at intersecting bars to uprights. Bends must have at least a 3 inch radius. No squared or pointed corners allowed.

Chassis Specifications (750cc)

Minimum of $1\frac{1}{4}$ inch diameter of .083-inch wall thickness 4130 steel or .095 inch wall thickness mild steel seamless tubing. Frame rails must be a minimum of one (1) inch diameter of .083-wall thickness, 4130 steel or .095 inch wall thickness mild steel seamless tubing. Roll cage shall have for and aft bracing and strength to support the car and driver incase of an upset. Roll cage shall have gussets at intersecting bars to uprights. Bends must have at least a 3-inch radius. No squared or pointed corners allowed.

Chassis Specifications (1000cc)

Minimum of $1\frac{1}{4}$ inch diameter of .083-inch wall thickness 4130 steel or .095 inch wall thickness mild steel seamless tubing. Frame rails must be $1\frac{1}{4}$ inch diameter of .083 wall thickness, 4130 steel or .095 inch wall thickness mild steel seamless tubing. Roll cage shall have for and aft bracing and strength to support the car and driver incase of an upset. Roll cage shall have gussets at intersecting bars to uprights. Bends must have at least a 3-inch radius. No squared or pointed corners allowed

Wings

Full conventional wings are optional, including a nose wing. Wings must be of conventional construction, and must be securely mounted to avoid losing parts or the entire wing. When choosing to run non-wing, all wing supports must be removed from the car. The total square footage of the main wing will not exceed 16 square feet with an unlimited sideboard. Cannot exceed any further than the outside edge of the rear wheels.

Nose Wings

Nose wings may not exceed four (4) square feet.

Numbering

All cars shall be numbered. Numbers will not be duplicated. The number 0 will not be used. The number one (1) will be reserved for the points champion from the previous season. Courtesy will be extended to the points champion, who ran a number in the previous. **Numbers will be reserved until tech day, from the previous year. Numbers must be purchased, through a racing membership, or “reserved” through a board member, by tech day.** The height of the number on the tail shall be at least ten (10) inches. The size of the number on the top wing (center section) shall be at least twenty (20) inches. Numbers shall be applied to the hood, both sides of the tail, both sides of the main wing, top center section of the top wing and the nose wing. Numbers will be applied with colors. *Members that are notified that the score keeper cannot see the numbers, will be expected to have their numbers changed to be scored properly by the next race.* **It is recommended that reflective or metallic numbers not be used.**

Tire Rule

Tires must be pneumatic, racing tires, and turf tires will be allowed. No studs allowed. Wheel diameters may be no smaller than 10-inch diameter and not larger than 13-inch diameter.

Transmissions

Only OEM Transmissions will be allowed. All gears do not have to work. After market Clutch Discs are allowed. All cars must have a working clutch and starter. To avoid delays in the race, cars must attempt to use them. It is recommended that clutches be covered to protect the driver and anyone nearby in case of failure. Push Quads cannot be used on Racing Surfaces; it is OK to use them in the pits. All pit vehicles must have car race number on it for ID.

Fuel Specifications:

Methanol, or racing Gasoline fuels are allowed! No nitro methane, nitrous oxide, or any other oxygen bearing fuels will be allowed. If any of these are found the second offense penalty applies. The top four (4) positions minimum (or up to all) cars will have their fuel checked at the conclusion of an event and/or at the discretion of the AMSCA Board. If a fuel check is refused, whether under protest or not, the fuel will be considered illegal. (*See penalties*).

Weight Specifications

For winged racing events, the minimum weight of the car and driver with 600cc motors will be 750 lbs. For non-wing racing events, the minimum weight of the car and driver will be 725 lbs.

For winged racing events, the minimum weight of the car and driver with 750cc motors will be 800 lbs. For non-wing racing events, the minimum weight of the car and driver will be 775 lbs.

For winged racing events, the minimum weight of the car and driver with 1000cc motors will be 875 lbs. For non-wing racing events, the minimum weight of the car and driver will be 850 lbs.

A minimum of two (2) cars will be weighed at the conclusion heat races, and semis. A minimum of the top four (4) cars will be weighed at the conclusion of each main event. Top four finishers must proceed to the scales or inspection area immediately following the main event. If you are under weight you will be disqualified from the race you failed to weigh in for. If you are unsure of your finishing position but think you may have finished close to the top four you should go to the scale or inspection area to be safe. (*See penalties*).

If in doubt of your car's weight, weigh often. It is the drivers responsibility to meet weight specification at a given race track facility. While the Board is aware that individual scales may not be certified by an official agency, we all have to weigh using the same scales. The scales are relative for each car on that specific night. The cars will not be weighed over & over till it passes. We will try to use computer scales when ever possible.

Engine Specifications

All engines must be naturally aspirated. Fuel injection, stock or after market, is allowed. All engines must be one (1) year or older by production date. All engines must be a production 4 cycle motorcycle classified 1000cc or smaller by the manufacturer.

Note: 750cc motors cannot exceed 775cc's.
600cc motors cannot exceed 620cc's.

All engines must conform to the horsepower and torque parameters as prescribed:

- 600 Cars Horse Power 120 Torque 55 Foot LBS.
- 750 Cars Horse Power 140 Torque 65 Foot LBS.
- 1000 Cars Horse Power 155 Torque 80 Foot LBS.

1000cc class –

No motor can exceed 1000 cc's. This class will be allowed to compete for points, trophies and prize money. The weight, horsepower and torque of this class can be continually revised throughout the season by the competition board so as to maintain a competitive if not disadvantage. The competition board shall establish car, motor, tire and wheel specifications prior to any experimental class car being allowed to compete. 530 chains must be used. 1000 cc Motors must be stock. No porting, grinding, filing or modifying of intake or exhaust ports. All gears must be retained in transmission. No lighting of crankshaft. No adjustable camshafts. "Power Commander" is allowed to control fuel flow. Aftermarket injectors are allowed for alcohol. No mechanical fuel injection allowed.

- **Horse Power 155**
- **Torque: 80 ft/lbs**
Weight:
Wing 875 lbs
Non-Wing.... 850 lbs

Dyno Testing

Prior to the beginning of the season, the board shall enter into contract with a dyno owner for the use of a dyno during the season. The dyno used shall be equipped with a weather station.

Before testing there will be a 5-minute warm up period. Cars will be tested in the gear that is run at the track, verified by mph indicator on the dyno machine at a comparable speed for that track. Each test run will be terminated when the car either reaches the rev limiter, or the horsepower curve arcs downward as seen by the dyno graph. All cars will be tested 4 full runs consecutively and the lowest of the 4 runs will be thrown out, then the AVERAGE OF THE REMAINING RUNS will be used as the standard. All numbers from the dyno must be corrected number i.e.; corrected for temperature and barometric pressure, which the dyno does automatically. Smoothing on 3 and alt 0. Driver names or car numbers will not be used. Finish positions will be used for test runs. If you don't have a Rev. Limiter on your car, then the Dyno Operator must be allowed to step test/run car until the horsepower curves and/or falls off. After this has been determined then your car will be put to the back of the line and then tested. It is suggested by the board that you visit the Dyno prior to the race season, to determine your fall off or curve.

A "clean" dyno run will be determined by the AMSA board

Any car that is found to exceed either of the given limits shall be considered illegal. If you refuse dyno testing you will be considered illegal. (*See penalties*).

If you are illegal you must be rechecked & pass before you can race again. You must bring legal dyno print out for your car with the correct date from the contracted dyno to your next race to be allowed to race.

Tests will done by protest or determined by the president when it will be done. The dyno night is at the discretion of the board, if for good reason, i.e., bad weather, away track, etc. deems it unable to dyno.

Carburetion and Fuel Injection

No easy adjustable jets or any automatic types of jetting can be used, **if they can be reached by the driver or the crew without removing the hood.**

Ignition

After market boxes and or secondary ignition boxes are allowed. No cockpit adjustable ignitions are allowed. ***Cannot be maintenance from the cockpit in any way.*** (hood removal to maintenance is acceptable). Ignition boxes and/or power commander can be claimed for \$600.00 each. If a claim is made prior to completion of a Main Event, the item will not be removed until the end of the main event. In the case of a race weekend, if the item is claimed during the 1st night of racing, it will be removed from the racecar and held by the competition committee, and will be returned for the 2nd night of racing. At the end of the Main Event on the 2nd night of racing, the item will be removed.

Safety Rules

Fire suits, 5-point harness, and arm restraints are mandatory. All seat belts are subject to a maximum 3 years old. Seat belts are subject to tech inspection. A helmet, meeting a minimum of the Snell 2000 safety standard is mandatory. Fire resistant gloves and cervical collars, or neck restraints, such as Hans or Hutchins Device is highly recommended. On board fire systems are highly recommended. A firewall is highly recommended separating the motor from the drivers compartment. A fuel bladder is highly recommended, and may be *mandatory* to race at certain tracks.

Push Quads

Quads (and three wheelers) will be used for pushing racecars only. Every push quad driver should wear safety helmet and carry a fire extinguisher. It is up to the racetrack to enforce this rule. A fire extinguisher is highly recommended for a quad driver. If a fire extinguisher is used, it will be refilled or replaced by the association. All push vehicles must have race number on it for ID.

Use of Intoxicants

Any driver under the influence of alcohol or drugs will be barred from competition. If a driver is not in good physical condition, he or she may be barred from competition. The use of intoxicants or illegal drugs by car owners or anyone else in the pit crew is strictly forbidden during race time.

Procedure for Membership Suspension and/or Expulsion

Any member, including both associate and racing members, of the Arizona Mini Sprint Association (AMSA) is subject to suspension or expulsion by the AMSCA Board. Suspension or expulsion shall only be for “good cause” which shall include, but is not limited to: **ROUGH DRIVING, THREATS OF ROUGH DRIVING, FAILURE TO FOLLOW LOCAL TRACK RULES, ABUSIVE OR OFFENSIVE LANGUAGE, AND ANY OTHER CONDUCT DEEMED BY THE BOARD TO BE DETRIMENTAL TO TRACK SAFETY, GOOD SPORTSMANSHIP, OR DETRIMENTAL TO THE PUBLIC IMAGE OF AMSA.**

A member shall be suspended or expelled only upon a majority vote by the Board. A quorum must be present for the Board to vote. The Board shall meet within ten (10) days upon complaint being filed with the Board against any member of AMSA. Any member of AMSA may file a complaint in writing with the AMSA Board. The Board shall serve a copy of the complaint upon the member who is the subject of the complaint and shall give said member at least two (2) days notice of the date, time, and place of the meeting. At the meeting, the member who is the subject of the complaint shall be given the opportunity to be heard before a vote is taken. At the meeting, the Board may take no action on the complaint or the board may suspend or expel the member. The duration of a suspension or expulsion shall be in sole discretion of the AMSA Board.

AMSCA BOARD AUTHORITY

THE BOARD OF THE ARIZONA MINI SPRINT ASSOCIATION WILL HANDLE ANY RULES NOT SPECIFICALLY COVERED IN THIS RULEBOOK. THE AMSA BOARD WRITES ALL RULES IN THIS RULEBOOK WITH CERTAIN INTENT, SUBJECT TO INTERPRETATION.

These rules and regulations are not to be expected to be final nor can they provide for every question or problem, which may arise during the racing year. Much must be left to the discretion of conscientious members and board members of the Arizona Mini Sprint Association. Rules and regulations cannot be made in advance that will cover every case and from time to time general and special decisions will be made.

THESE ARE THE PENALTIES THE 2009 COMPETITION BOARD WILL BE USING

2009 Competition Board Members:

To be appointed by the president or vice president prior to the first scheduled race. This board will be announced to the general membership.

Protests and Penalties

All protests must be in writing. All protests must be filed within 30 minutes of the conclusion of the AMSA, "A" Main event. All general protests must be accompanied by \$20.00 per protest, per car protested. If the protest is valid, the protesting party will receive their money back. If the protest is not valid, the moneys will be forfeited to the car that was protested. Once an AMSA Board Member has received a protest, all monies will be held by the Treasurer until the protest has been resolved.

Dyno Protest fees are \$75.00. If the car is legal, the car owner gets \$50.00 and \$25.00 goes to the dyno. If the car is illegal, the car owner that is illegal pays \$25.00 to the dyno, before he can race again. \$75.00 goes back to the protester.

Engine cubic centimeter check will be \$20.00 per protest. If the car is legal, the car owner gets \$20.00. This test will be done by the bore and stroke tool. If the car is illegal, protester get the money back and the car driver is suspended for eight (8) race events and forfeits points and prize money for that night.

Penalties for Engine Horsepower and Torque Infractions

If you are over the limits you will be disqualified for that nights racing and you will loose points and money for that night. Plus you will loose all points for the previous two (2) nights worth of racing that you competed in. If the car cannot complete the test, during the test or after the race, the AMSA Board will make a call! If a car refuses a dyno test the penalty is the same as if it was over.

Fuel Penalties

1nd Offense: The car and driver will be disqualified for the nights races, forfeit points and prize moneys from that nights racing program. (See testing procedure below)

2rd Offense: The car and driver will be suspended for the balance of the racing season. Finish position, all points and prize moneys will be forfeited for the race in which the fuel is found illegal.

Testing Procedure

Upon fuel disqualification the effected driver has the option to at their expense have the fuel tested at an independent lab of the clubs choice. If the results from the test reflect that the fuel is legal then the drivers finish position, points and finish position pay out will be reinstated. This does not include the cost of the testing. If the fuel is determined illegal then the driver will be subject to penalties as described in the club rules.

Exception: If the 1nd offense occurs within the last four (4) races of the season, all points will be forfeited for the entire season. The car and the driver must be approved by the AMSA Board to be reinstated for the next racing season.

Weight Infractions

If you are underweight, you are disqualified for that race and you forfeit points and prize money. If you do not go straight to the scales, you go through the pit area first, you are docked two (2) positions. If you stop on the track before going to scale you will be docked 2 positions. (Except to get your trophy or at the tracks request). If you stop in anybody's pit area prior to the scales, you are disqualified and you forfeit points and prize money for that race. If you refuse to weight in, you are deemed underweight. A car cannot keep weighing in until it passes. You must pass the first time.

Spec Tire Rule

Cursing at Officials/ Sign in personnel

1st Offense: Docked 4 positions for main event finish. If person doesn't run in the main event he will tag for the next race event. (*All night*).

2nd Offense: Docked 8 positions for main event finish. If person doesn't run in the main event he will tag for the next race event. (*All night*).

Fighting

Fighting will not be tolerated. If you land a punch you will be disqualified. If you retaliate by throwing a punch after you've been hit, you will be disqualified too. If you do not retaliate, only punch thrower will be disqualified.

Giving the Finger

If a driver gives anybody the finger they will be docked two (2) positions in the main event.

Texas Starts/ Brake jobs

There will be a two (2) position penalty at the end of the race for every car passed. The track or referee calls this. If you argue you will be docked two (2) more positions. There will be a (2) position penalty for Brake jobs on starts.

Pit Racing

Excessive speed, donuts, or throwing dirt and gravel on everyone you are docked four (4) positions in the main event. If you hit anything or anybody, including pit vehicles, with your car you are disqualified for that night's racing event. Must tag the next race you attend, (all night).

Crashing Under Yellow Flag

Disqualification for the car out of line, if the car in line retaliates he or she is also *disqualified*, for that race.

Crashing Under Red Flag

If you run into a car that has stopped for the red flag you will be *disqualified!*

Rough Driving (*Running into another car*)

- If you are making an aggressive pass and make contact with another car and it spins or the car breaks or he or she runs off the track, and causes a yellow. You will be docked *six (6)* positions for the first infraction of the season. Second offense may result in further disciplinary action up to and including suspension or expulsion from the club, as deemed necessary by the competition board. If the other car does not spin or break or run off the track then you get lucky, *no penalty*. Do not press your luck!

Going Into Another Drivers Pits

Drivers or crewmembers and owners.

If you go into another driver's pits to scream and/ or swear at that person you will be docked two (2) positions in the main event. The second offense is DQ.

Stupid Driver or Pit Crew Member

This is to cover all the things we didn't think of and that we know will happen.

- Penalty: Dunce flag
- Penalty: Two (2) positions in Main Event.
- Penalty: Have to drive a practice night.
- Penalty: Loss of night's points and prize money.
- Penalty: Loss of position, loss of points, prize money and suspension.
- Penalty: Fines not to exceed **\$500.00**

Any of these can be used at Board discretion if the problem has not been previously covered.

Other penalties may be administered as specified by the Board.

All fines and penalties do and will carry over from year to year.

There will be no meeting to determine penalty if it is listed in the penalty section. The AMSA Board will make the call. **UNLESS PENALIZED PERSON HAS TWO BOARD MEMBERS THAT FEEL LIKE THE PRESIDENT OR REFEREE USED THE WRONG PENALTY FOR THE OFFENSE. THEN A MEETING WILL BE HELD.**

Board Authorized Dyno Checks

Before the race season starts numbers 1 - 30 will be put into a drawing. President draws three (3) numbers in secret. Those will be the races that the top four (4) finishers along with up to two (2) other cars will go to the dyno automatically, that night. These cars will be impounded after the main event and taken to the dyno facility. There could be less than three (3) races or there could be more.

Points Fund

Point's fund will be paid out to the top 15 in points for driver's championship. A participant must attend 75% of the races to qualify for the champ fund. The 3 "throw a way" rule *will* apply. Example: 20 races - 3 = 17 x .75% = 13 races to qualify.

Top 20 will be paid if the points fund exceeds \$20,000. The same 75% rule applies.