



General Rules & Regulations

General Information

SECTION 2: COMPETITION FORMAT

2.01: Race Format: The competition format and/or race program may be altered by the promoter and/or Head Referee at any time.

2.02: Points: Points will be awarded for qualifying, heat races, main events, and passing points. (Please Note: Passing points will be given for main events only). You must take the initial green flag to receive points. You must be a member of Now600 Cactus Region to receive points for the championship. Points will be awarded on your best fifteen (15) races out of sixteen (16), or best fourteen (14) out of fifteen (15), or best thirteen (13) out of fourteen (14), etc., depending upon how many point races there are in a year, in other words, you have one throwaway race. The number of point races in the year will be determined by the Promoter. Any disqualification for any reason from a race event, whether it be a heat race, qualifying, a main event, or for the whole night, cannot be used as a throwaway.

2.03: Qualifying: Except for in the Jr. Sprint class, each participant will have the opportunity to receive two (2) timed laps. The fastest recorded lap will be the car's official time. Qualifying order will be determined by pill pick.

2.04: Heat Races: The number of cars registered will determine the number of heat races in each class. The top four qualifiers in each heat will be inverted. The remaining cars in each heat will line up in qualifying order. Junior Sprint heat races are eight (8) laps. All other classes' heat races are ten (10) laps. Promoter and/or Head Referee may choose to change the number of laps for various reasons.

2.04b: Semi Mains: The number of cars registered will determine the number of B mains in each class. If one B main is necessary, the line up will be determined by qualifying time. In the event that two B mains are necessary, they will be lined up by heat race finish.

2.05: Main Event: The main event is determined by points earned in qualifying, and heat race finishes. The lineup will be determined upon the inversion draw, with no more than half the field being inverted. There will be a maximum of twenty (20) cars in a main event. (Promoter and/or Head Referee may choose to allow more than twenty (20) cars in some instances.) Main events will be thirty (30) laps, for Super 600 and Non-Wing, Restricted will be twenty five (25) laps, and Junior Sprint will consist of twenty (20) laps. Promoter and/or Head Referee may choose to change the number of laps for various reasons.

2.06: Qualifying Points: Points are earned in qualifying as listed below: (Points begin at ten (10) for the first (1st) qualifying position and descend by one (1) point per position; all positions after tenth (10th) place will receive one (1) point.) No points will be given without qualifying time.

2.07b: For Junior Sprints Only: Junior Sprints will have two (2) heat races (No Qualifying). The total for both heats are added together and the highest score is on the pole for the main event, and down the line. In the case of a tie, the pill pick will determine the order. The best draw will receive the better position in the main event. There will be an inversion with no more than half the field being inverted.

2.10: Total Points: Total points for each points race will be a grand total of qualifying, the heat race finish, the main event finish. (combined)

SECTION 3: RACE PROCEDURES

3.01: The Promoter has the right to reject the entry of any car, driver or person onto the premises at any time.

3.02: No person may enter the racing arena until he/she has completed and signed all required releases, registration and/or entry forms.

3.03: No person shall be permitted to sign the waiver and release form for anyone other than himself/herself. Violators may be fined and/or disqualified and/or suspended.

3.04: Female drivers will not be allowed to participate in any racing event while they are pregnant.

3.05: Any driver requiring transporting to, and/or treatment at, and/or examination at any hospital emergency room from the track, and/or examination by a doctor, must have a signed release from the examining doctor before further competition.

- 3.06:** The Promoter or Head Referee may eliminate any driver from competition should the driver be deemed physically or emotionally unfit to participate in a racing event.
- 3.07:** All cars except Junior Sprints are required to participate in packing the track. If the driver chooses not to participate in packing the race track, they may be given the last qualifying position in their division and may be allowed only one (1) qualifying lap. If the track does not qualify that driver will run scratch both heats.
- 3.08:** Car and driver must be in the qualifying line when called. If they do not take their assigned time trial position, they will be moved to the end of the qualifying line in their division and will be given only one (1) qualifying lap.
- 3.09:** A car will have one (1) attempt to complete two (2) consecutively timed laps. There will be no second attempts allowed unless the time clock malfunctions or there is interference from the previous car. In case the time clock malfunctions or interference is made, the car will be permitted to take the remaining laps needed to complete the timing. In case of transponder problems, if it is found that the transponder was properly installed and is not working the driver will be pulled into the infield and a new transponder will be installed and the driver will get their required laps. If it is found that the transponder is not on the car or is not in a proper location the driver will forfeit their laps with no qualifying time, and will begin the race in the last place position in his/her assigned heat race.
- 3.10:** The fastest timed lap shall be the car's official time. In the case of a tie in a division, the car first to qualify will be awarded the fastest time.
- 3.11:** Any car that does not receive a qualifying time will begin in the last place position in his/her assigned heat race. In the case of multiple cars not receiving a time they will be placed last in pill draw order.
- 3.12:** When each car completes its two (2) consecutive qualifying laps, the car will proceed to the place designated by the track official and will remain there until directed to do so. The top five (5) qualifiers will be announced and will leave the designated position first and proceed directly to the scales to be weighed. All remaining cars, unless directed by the head official, may proceed to their pits.
- 3.13:** When the last car of one division has completed his/her qualifying laps and the next division has begun its qualifying, that division's time trials are declared complete and no other cars in that division may attempt to obtain a qualifying time.
- 3.14:** A driver may qualify only one (1) car in each division.
- 3.15:** No driver changes shall be made without notifying the Promoter, the Head Referee, or a Pit Steward. Any driver doing so will be disqualified for that race event and forfeit any money or points earned in that race event. All driver changes must be made in the pits only. No class changes or additions shall be made without notifying the Promoter, Head Referee and sign-in. A driver wishing to run a second class in an event must pay for that second class.
- 3.16:** The driver and the car he/she is changing to must be qualified for that race event, for the driver change to be legal.
- 3.17:** Each driver must be ready when his/her event is called. When an event is called, the driver must immediately proceed to the staging area. There will be three (3) notifications of each race, first (1st) call, second (2nd) call and final call.
- 3.18:** Cars that are considered "LATE" to their assigned race WILL be put to the rear of the line-up. When the cars on the track are lined up in race order, the driver or drivers that are LATE will be given two (2) laps to make that race and get their spot. If the driver or drivers are not on the track after two (2) laps, the field will move straight forward. If the LATE driver or drivers make it on the track before the flagman gives the one-to-go sign, the driver or drivers will be placed at the rear of the field.
- 3.19:** The track officials will direct the cars to their re-start positions. There will be no discussion or argument as to line-up positions. A driver will be given one warning, if the driver refuses to get into the assigned position, the driver will be black flagged and disqualified from the current race.
- 3.20:** Race Receivers (raceivers) are mandatory and will be used to assist with line-ups. Drivers not using raceivers will be given one warning. Drivers still not using raceivers after the first warning will not be scored or will be sent to the infield.

- 3.21:** Re-entry onto the race track by a car during green flag condition is only allowed on the back straight away, any re-entry in either corner or front straight away is not allowed, and will result in a black flag. You may re-enter under Yellow flag conditions, and the re-entry can be made from either the front or backstretch. A car must have all four (4) tires on the racing surface before the start/finish line to be scored for that lap. Cars must be started and running in the infield before entering onto the race track.
- 3.22:** After the car has been given the checkered flag and crossed the start/finish line, the car must slow down immediately. Any driver staying on the gas for more than half a lap after receiving the checkered flag may be assessed a one (1) position penalty on the finish for recklessness.
- 3.23:** All scored cars taking the checkered flag in a main event will be weighed. Any car that does not weigh may result in a disqualification from that event.
- 3.24:** Cars that leave the track during a race event and enter the pit area will not be allowed to continue in that race. When a car enters the racing arena, it may not go back into the pits and re-enter again for that race event.
- 3.25:** Any pit crew member or driver exiting the racing arena during a green flag condition may subject their car to disqualification for that race event.
- 3.26:** Tools and other equipment may not be tossed over the fences or track walls into the racing arena or to persons in the racing arena. Violators may subject their cars to disqualification for the race event.
- 3.27:** During a red flag condition, the Head Referee may allow pit crews into the infield area to assist their driver with repairs or adjustments. All crew members must enter the infield through the backstretch gate only. Violators may subject their car to disqualification for the race event.
- 3.28:** A work area shall be designated by the Head Referee and working on cars will be allowed in this area only.
- 3.29:** No fluid containers of any kind (gas, water, coolant, etc.) will be allowed in the infield without specific permission from a Track Official. Violators may subject their car to disqualification for that race event.
- 3.30:** Refueling will be allowed only by permission of the Head Referee. If the cars are going to be allowed to refuel, the Head Referee will notify the Pit Steward and the Pit Steward will announce a refueling stop. Violators may subject their car to disqualification for that race event.
- 3.31:** All cars that come to a stop on the racing surface under a green or yellow flag condition will be positioned to the rear of the field for the re-start. A car involved in a second incident, in the same race event, which causes the yellow or red flag to be displayed will be black flagged from that race and scoring of the car will be discontinued. The black flagged car will be given a finishing position for that race event based on the number of laps completed.
- 3.32:** Involvement includes spinning, crashing or causing another car to spin or crash, and cars that are stalled or come to a stop on the racetrack even under a yellow flag.
- 3.33:** Any car entering the infield area without being directed to do so by a Track Official during a yellow flag condition may re-enter the race but that car will be positioned at the rear of the field or as otherwise directed by Track Officials.
- 3.34:** The Head Referee, assisted by other track officials, reserves the right to determine when a car stopped or was stopped for safety purposes and to reposition the car accordingly.
- 3.35:** Foul driving is not allowed and any driver guilty of foul driving will be penalized at the discretion of the Head Referee. Penalties for foul driving may include any one or more of the following:
Loss of position any time during or after completion of the race event, removal from the race, loss of money or points earned for that race event, a fine, suspension, disqualification, probation or removal from the Speedway premises.
- 3.36:** Foul driving includes intentionally cutting the mark, unnecessary bumping, crowding, chopping, banking, charging corners or rough driving.

Competition Point Schedule

Qualifying

1 st	10
2 nd	9
3 rd	8
4 th	7
5 th	6
6 th	5
7 th	4
8 th	3
9 th	2
10 th	1

Heat Race

1 st	10
2 nd	9
3 rd	8
4 th	7
5 th	6
6 th	5
7 th	4
8 th	3
9 th	2
10 th	1

A Main

1 st	50
2 nd	46
3 rd	44
4 th	42
5 th	40
6 th	38
7 th	36
8 th	34
9 th	32
10 th	30
11 th	28
12 th	26
13 th	24
14 th	22
15 th	20
16 th	18
17 th	16
18 th	14
19 th	12
20 th	10
21 st	8
22 ND	6
23 RD	4
24 TH	2

- 3.37:** Any cars which are throwing or leaking fluids, smoking excessively or appear to be mechanically unsafe to continue racing will be given the black flag.
- 3.38:** All cars must begin each race event and finish each race event with all engine parts, such as exhaust, muffler, etc. intact. If during a race event, exhaust parts become loose or are lost off the car and the Track Officials feel there is an issue of safety involved, that car will be given the black flag. If a car is black flagged or finishes a race with the muffler missing that car will be scored as a DNF.
- 3.39:** When a car becomes disabled or is no longer eligible to compete during a race event, the driver shall park his/her car in a safe place in the infield and shall stay with his/her car until completion of that race. The driver shall assist track workers in removing his/her disabled car from the infield. Any driver that abandons his/her car in the infield may be disqualified from that racing event and forfeit any money and points earned for that race. In addition, Track Officials may impound the abandoned car until the race program has been completed.
- 3.40:** No driver may stop his/her car on the race track during a race event or after the completion of a race event for any reason other than a safety issue or at the direction of a Track Official. Violators may be disqualified.
- 3.41:** No complaints will be heard by the Promoter, the Head Referee, or Track Officials, until the FINAL race program has been completed. Any complaints or discussions of issues shall be directed to the Head Referee by the driver or car owner only, after the FINAL race program of the day/evening has been completed. Violators may be disqualified or subject to fines. Being confrontational with the Promoter, the Head Referee, or any Track Official during the race program will be subject to any penalty, or combination of penalties, as set forth in Section 1.08 of these General Rules and Regulations.
- 3.42:** Judgment decisions made by the Head Referee or the Track Officials cannot be protested.
- 3.43:** All technical disputes are to be settled immediately after completion of the race program.
- 3.44:** Rookies: Eligibility: A rookie shall be a driver who has not competed in more than (three) 3 race events in his/her class in the prior race season. A driver is not eligible for rookie of the year if he/she has run a higher class at any track and stepped back down into a lower class. A rookie must also declare himself/herself a rookie to the Head Referee, and upon sign-in at the start of the race season. The Promoter or Head Referee reserves the right to continue to declare the driver a rookie for an un-numbered amount of races if the Promoter or Head Referee feels the driver is not ready to advance (meaning the driver will continue to run a rookie flag). The rookie having the most points at the end of the race season will be declared the rookie of the year. "Rookie of the Year" will only be awarded in the Jr. Sprint and Restricted classes.
- 3.45:** Race Receivers: Race Receivers must be worn by all drivers any and at all times the car is on the race track.
- FIRST WARNING:** If the driver's race receiver fails to work or if the driver does not have one, the driver will be given one (1) warning to fix it or get a new one. **SECOND WARNING:** If the driver fails to fix the race receiver and/or does not get a new one, the car and driver will not be scored, and will start at the back of every race until the race receiver is fixed.

Race and Flag Procedures/RaceCeivers/Transponders/Safety

- 1) Each track has its own rules. This is their track that we run at with their officials – scorers – and flagmen. Track rules are discussed at each track's drivers meeting before each event. Any questions should be asked at the drivers meeting.
- 2) The lineup posted on the pit bulletin board when cars enter the staging area for any race shall be the final line-up. Once line ups are given to the track officials there will not be any changes. In the event a car drops out of the line-up, the balance of the field shall move straight forward. If 2 cars drop out from the same row, prior to the first green flag, a "crisscross" lineup change will be used, or how the track lines you up. Their decision is final.
- 3) We will follow the tracks requirements for mud packing and hot laps. If this is required and you do not mud pack/hot lap you can be made to tag your heat and will not ~~receive passing points~~ **be eligible for the feature redraw.**
- 4) The start will be official only upon the starter signaling with the green flag. In the event a pace car is used, all cars shall take their proper position behind it. In the event a pace car is not used, the pole car will set the pace which shall be consistent with track conditions and as required to keep the field in formation. Track officials and AMS shall be empowered to disqualify or penalize any driver violating this rule. RaceCeiver and Transponders are mandatory at all times while on the track. This includes hot laps and mud packing. (If the track tells you to speed up or slow down – do it.) No break checking or slowing down on starts.
- 5) Initial Start: A white line or cone will be placed at tracks discretion for all double file starts. All cars must remain in proper order until the lead car or cars reach this point. All starts are per tracks rules. If in the officials' judgment the front row car or cars are out of position a yellow flag will be displayed after the green and a warning given to the offender. Any further violation will result in the offender being panelized per track rules. Any other car not in a proper position in the official's judgment will be penalized per tracks rules. This penalty will be imposed on the next yellow or red flag. If there is no flag after the penalty, then it will be enforced at the end of the race.
- 6) Any car requiring a second push on a start or restart of a race may be placed at the rear. (Tracks Call)
- 7) Any car on or near the racing surface that delays the start or restart of any race may be sent to the back of the field by the track officials. (Tracks Call)

- 8) Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons. (Tracks Call)
- 9) Drivers shall remain seated in their car at all times with seatbelts secure while on the racetrack.
- A) Any driver getting out of their race car without a track official's ok may be disqualified and/or fined from that race. (Tracks Call)
 - B) An exception will be made for a safety issue such as, but not limited to, fire.
 - C) Additional penalties may be assessed for sportsmanship incidents that occur while out of the car. The decision by the track officials and/or AMS at the time of the violation is final.
- 10) A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over, and the payout will be done in the same manner as a yellow or red flag realignment for all cars finishing after the yellow or red flag is thrown.
- 11) Any car that leaves the track may not re-enter the race. They are done for that event
- A) Unless track lets us have an assigned hot pit area.
 - B) We will follow tracks hot pit rules.
 - C) Re-entry to track from the hot pit is per track rules.
 - D) If you go to your pit you are done for that event.
- 12) It shall be the decision of the flagman as to what cars flags were displayed for, and their decision is final.
- 13) Yellow Flag: Tracks Rules.
- A) Slow down to a reasonable safe pace.
 - B) Get back in line as soon as possible for scorers.
 - C) Any car that is the cause or is involved in causing a yellow flag to be displayed will follow tracks rules as to where they will be placed on restart.
 - D) Don't fight for the position you could be sent to the back of the field.
- 14) Red Flag: Tracks Rules:
- A) Red means stop as soon as possible in a safe manner.
 - B) Do not keep rolling or drive to a place of convenience.
 - C) Once stopped do not move your car until directed by track officials.
 - D) You could be disqualified or sent to back of the field.
- 15) Black Flag: Tracks Rules.
- A) Any car displayed a black flag must go to the infield or leave the track immediately.

- B) Any car that does not follow this rule and refuses to leave the track or go to infield will stopped being scored, be disqualified, lose points and money for that event, and possibly fined.
- 16) RaceCeiver Radios and transponders are mandatory while on the track at any time this includes mud packing and hot laps. Track officials reserve the right to penalize drivers that don't run a RaceCeiver.
- 17) No two-way radio communications with the driver will be allowed. No radio communication to drivers except track officials.
- 18) Transponder: All cars must be equipped with a transponder; either rented from the track or participants own. The bracket location of the transponder must be on the right side of the car front panel, twelve (12) inches about the ground and twenty-two (22) to twenty-four (24) inches behind the front axle. Any racecar without this device will not be scored during the race events.
- 19) Safety: All drivers are required to wear SNELL approved helmet, a fire-retardant uniform, protective gloves, and arm restraints during competition. AMS strongly recommends 2 layers of protection at a minimum. NO 2 Piece Firesuits will be allowed.
- 20) Safety: Seat belts and shoulder harness: seat belts must be securely attached to the car and used at all times. Metal to metal latches only. 5 point seat belts, shoulder harness and sub straps are required. Belt dates must not be over 2 years old. (example: oct 5th 2019 belts can be used in 2020 and 2021.)
- 21) Safety: AMS strongly recommends the use of a HANS or other head restraint system, head sock, and fire-retardant underwear. Any driver not using a head restraint system should wear at least a collarbone pad.
- 22) Safety: An injured driver, requiring a doctor's care, must have a release from said doctor, presented to AMS, before being allowed to compete again.

Restarts

1. Restarts will be single file unless the Director of Competition specifies otherwise.
2. In the event of a yellow flag, cars will restart according to the last completed lap.
3. In the event of a red flag, cars will restart according to the last completed lap.
4. Stopping on the Track: A car that stops for any reason under green flag conditions will be placed at the tail of the field for the restart. Exceptions to this rule will be made for safety issues. The Director of Competition will determine if the stop was made for a safety issue, if a car stops

due to a safety issue, the driver will be placed to the rear of the field but will not be charged a yellow. If a driver stops under yellow flag conditions to point out debris on the race track, the driver will get their spot back, Stopping for any other reason under yellow and the driver will be sent to the tail of the field

5. 360 Spins: A yellow will be thrown and the offender will be sent to the tail of the field for the restart.

6. Accidents: Cars involved in an accident will restart at the rear of the field according to the running order they were in on the last completed lap.

7. Exiting the Track: If a participant exits the track for any reason during the race, he/she must restart at the tail of the field if permitted to resume the race. Exceptions to this rule will be made for safety issues. The Director of Competition will determine if the stop was made for a safety issue.

8. If two or more competitors engage in any combination of the events named in numbers 4 through 7 immediately above on the same lap, the participants will restart at the rear of the field according to the running order they were in on the last completed lap.

9. Any participant failing to take his/her proper restart position, deliberately obstructing a fellow competitor from taking his/her proper restarting position, or intentionally delaying the restart of a race event will be moved to the last running position.

10. The leader sets the pace for a restart. All starts and restarts occur coming out of turn four.

11. Participants cannot pass other competitors until they pass the cone on the front stretch. If a participant brings out the yellow flag because he/she passed another competitor before the cone, the participant will lose two positions on the next yellow or completion of the race. If a competitor drives underneath the cone, they will be docked two spots.

12. Competitors cannot hit the cone. If a participant brings out the yellow flag because he/she hit the cone, that participant will forfeit two positions on the next yellow or completion of the race.

Sportsmanship

Sportsmanship and Fighting

1) Micro Sprint racing is a very emotional sport:

- A) As such, good sportsmanship is the key element of any competitive racing program.
- B) This must include respect for all participants – drivers, owners, pit crews, and officials.
- C) For our part, we will make every effort to be consistent with our rules regardless of whom or what is involved.
- D) We will treat all participants with respect and expect similar treatment in return.

- E) A racer's pit area is his castle – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer.
 - F) Drivers – remember that you are responsible for the actions of your crews and family members.
 - G) Any offending parties will be fined appropriately, and disciplinary actions will be initiated as deemed necessary.
- 2) There will be a zero-tolerance rule for fighting in the pit area or on the track surface:
- A) Any driver or member of his crew that enters a competitor's pit in a confrontational manner will forfeit all points and monies for that event and will be fined \$500.00 and subject to probation.
 - B) If a driver stops his or her car in a competitor's pit or tech area the same penalty will apply.
 - C) Any fighting anywhere on the premises will be issued \$1000.00 fine to each person involved.
- 3) If you have an issue with another driver or track call:
- A) You must present your case to an AMS official, who will then talk with the tracks race director and make a final decision.
 - B) Both drivers may be called to the AMS trailer. Only driver and car owner are allowed for these types of meetings if required.
 - C) If you go directly to the track officials with your issue you could be fined \$100 by AMS.
- 4) Scales and Tech Area: #1, #2, #3 above will be strictly enforced in the tech area.
- A) Especially with any confrontation or disrespect of drivers or AMS officials while cars are going thru tech.
 - B) Drivers are responsible for the actions of your crews, family members, and friends.
- 5) Rough driving and overly aggressive calls will normally be made by track officials. But if there is excessive rough or aggressive driving NOT being called by track officials, AMS can issue penalties anywhere from a warning to fines, D.Q., and/or suspension.
- 6) Any car purposely striking another car during a yellow, or red flag, or after a race while leaving track will be fined \$250. A second offense will be D.Q., fined \$250, and possible suspension.

Protest Procedures: Fee's/ Fines/ Penalties

(Figures in parenthesis are filing fees)

1) Penalties & Fines:

- A) Verbal warning
- B) Removal from property
- C) Suspension from nights events
- D) Suspension from any events for a time to be determined by officials
- E) Fine's
- F) AMS reserves right to deduct unpaid fines from any earnings
- G) AMS can use any order or combination of above
- H) Fines must be paid in full before entering the next complete night of competition
- I) Any check that does not clear with the bank will automatically double the fine amount and must be paid in cash or money order before entering the next complete night of competition
- J) If track officials issue you a fine AMS can also issue the same fine and it must be paid before entering next complete night of competition

2) All protests must be in writing:

- A) The protest must be filled out in writing within 15 minutes of completion of the event by driver or owner that was entered in that same event
- B) The written protest must have specific section and number being protested along with the applicable fee for that specific protest
- C) Only 1 specific protest per fee
- D) Multiple protests require multiple fees

3) Technical Protest:

- A) 1. Bore & Stroke protest is (\$150). If Illegal \$150 goes back to the protestor. The illegal party is fined \$150 and will tag the remaining night events if determined after heat races. If determined after the main event will also lose points and money earned for that night
- 2. If the protested party is legal, protested party will receive \$100 and AMS will get \$50.
- B) 1. Tire is (\$150). If Illegal \$150 goes back to the protestor. The illegal party is fined \$150 and will tag the remaining night events if determined after heat races. If

- determined after the main event will also lose points and money earned for that night
2. If the protested party is legal, protested party will receive \$100 and AMS will get \$50.
- C) Any other tech protests that only requires visual inspection (\$50)
- 4) Non-technical: Protest & Procedures (\$50)
- A) The protest must be filled out in writing within 15 minutes of completion of the event by driver or owner that was entered in that same event
 - B) The written protest must have specific section and number being protested along with the applicable fee for that specific protest
- 5) Driver having fines or restrictions against him or her must be totally cleared before entering the next complete night of competition.

Social Media Policy

1)AMS reserves the right to suspend or withdraw incentives* from any car owner for any length of time, due to actions detrimental to the sport for such things as negative comments, either in interviews or on social media. *Incentives can include points, championship point fund money, nightly payout, and the eligibility to run with AMS.

TECH

- 1) All cars are subject to a pre-race technical and random post-race technical inspection to ensure compliance with rules. Cars must present themselves in a designated area for inspection. Officials may make modifications to rules and procedures as unique situations warrant.
- 2) All drivers must declare their make, model, year, and CC of their 4-cylinder engine at pill draw. Any engine change during an event must be reported to an AMS official prior to competing in the next event and re-declared.
- 3) Top 2 each heat race and B-main race must go to scales and tech area and are subject to same inspections as the top 4 of the main event rules.
- 4) The top 4 that finish the A main will go directly to the scale & tech area at the conclusion of the event and be subject to:
 - A) Bore and Stroke measurement, weight, tire check, and any inspection the tech director deem necessary.

- B) Any car that does not go directly to tech or goes to their pit first will be disqualified for that event.
- C) Any engine determined to be above the declared CC will be disqualified from the event and forfeit all points and monies from that event.
- D) No one is allowed around the cars except for AMS tech officials until after the cars have been officially weighed.
- E) Only 1 person from the driver's crew and the driver are allowed in tech area during tech (after being weighed.)

Weight Rule: Including the driver, at the conclusion of the race:

- A) All drivers are to remain seated in their car until they have been officially weighed. Subject to fines, penalties, and DQ. Especially if there is unsportsmanlike conduct in the tech area.
- B) If you are light, you will be pushed aside and reweighed only one time.
- C) All bolt-on weight must be painted white and must have your car number on it. No zip ties.
- D) Loss of any bolt-on weight during competition will result in a disqualification of the individual from that event and the car owner will be subject to a \$250 fine
- E) No one is allowed around the cars except for AMS tech officials until after the cars have been officially weighed
- F) More than 1 lbs. light for your declared CC weight is a D.Q.

Tires Rule:

- A) RR must be an American Racer SD-48 or harder, Hoosier D-25 or harder.
- B) Tire must durometer (50?) or harder pre-race in staging.
- C) Tire must durometer min. (38?) or greater after the race, no cool down time.
- D) Tires can be checked at staging before race and tech area after race.
- E) Groove, sipe, grinding glaze off tire are okay.
- F) Just like scales, RR tire spec is your responsibility. If in doubt have AMS pre-check. This does not guarantee you will pass after an event.



NON WING

2019 Non Wing Rules

All drivers, owners, and crew persons are responsible to follow all the Safety rules of Now600 Cactus Region.

Any person violating those rules will be subject to suspension, and expulsion from the facilities. This is at the sole discretion of Now600 Cactus Region and its appointed officials.

Disclaimer: All rules may be changed/modified/adjusted as needed by Now600 Cactus Region. Rules are designed and enforced to keep competition equal and safe.

Age: Minimum age is thirteen (13) years old, or twelve (12) years old with at least two (2) years of prior racing experience in the micro/mini sprints. (Subject to Head Official/Promoter discretion)

Fuel: Methanol only. No additives allowed, i.e. Power Mist, propylene oxide, nitro methane, etc. No M5.

Weight: 600 NW Class, minimum car and driver weight is 750 lbs. All cars must meet weight requirement using scales provided by Now600 Cactus Region. Cars must go directly to scales as directed by racing officials. Any driver that fails to go directly to the scales will be automatically disqualified.

All cars must meet weight requirement using scales provided by Now600 Cactus Region. Cars must go directly to scales as directed by racing officials. Any driver that fails to go directly to the scales will be automatically disqualified.

Tire Rule: Hoosier Tires or American Racer tires are allowed in all classes. Right Rear Tire: All «600 NW» cars must use the American Racer SD-48 or Harder, Hoosier D25, or harder. Grooving and siping will be allowed. No softening is allowed.

Wings: 600 NW Cars will run NON WING. However, Now600 Cactus Region will strictly enforce any additional paneling installed on cars in order to create an air foil effect. All wing mounting hardware must be removed from car prior to start of any race. No body part may extend beyond the rear down rail. No air foil devices or additional panels will be allowed on hood, tail, and right side nerf bar. We will permit aluminum panels on left side to protect motor.

Numbers: All cars must have legible numbers painted in contrasting colors on both sides of car and the nose. Minimum height of numbers is 8" on the nose, 10" on each side of the tail. Numbers must be separated from advertising so they will be readable.

Engine Rules: All 600 NW cars must run a 4 stroke, 4-cylinder, 640cc maximum engine. A maximum of 2mm over stock bore, as manufactured, is allowed. The cars must be self-starting. After market air boxes and headers are allowed. All cars must have a muffler mounted on the header. No traction control devices allowed.

1. Head clearance no restriction
2. Crank no restriction
3. Cams no restriction
4. Cam gears no restriction
5. Rods no restriction
6. Pistons no restriction
7. Valves and springs no restriction 2019 Non Wing Rules
8. Parts same year as motor no restriction
9. Stock appearing black box no restriction
10. Rotor (trigger) no restriction
11. Clutch plates no restriction
12. Transmission no restriction
13. Charging system working no restriction
14. Cockpit adjustments allowed (no electronic adjustments)
15. Claimer none

Chassis Specs

1) Any micro sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No elliptical (oval-shaped) tubing used on or as part of the main frame structure.

2) Steering: Front wheels must be connected by a solid or tubular tie rod. Rear wheel chain drive only. Highly recommended that all suspension bolts and rear wheel nuts be secured by some type of locking device.

3) No rearview mirrors of any kind allowed.

- 4) All cars MUST be equipped with either a tail tank & bladder OR with a RCI Fuel Cell.
- 5) Fuel cell securely mounted.
- 6) Bumpers and nerf bars are mandatory and must be securely mounted. No zip ties. No aluminum frames, rear bumpers or nerf bars. Aluminum front bumpers are allowed. Right side nerf bar must not be outside of tires.
- 7) Steel, aluminum or titanium brake rotors only.
- 8) No hollow, tubular or drilled out bolts allowed.
- 9) Any cars with a frame that does not enclose the front axle must have the front axle tethered with “seat belt” material that is securely attached.
- 10) The right side opening of the body must be a minimum of 10 inches vertical at any point.

AMS and track officials may take competitors out of competition if any car is ruled unsafe for its driver or competition.

General Rules: Please read the General Rules & Regulations Rules. All drivers and crew are responsible for knowing and following these rules.

Protest Rules: Please reference the Protest Rules under General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules



RESTRICTED

2019 600 Restricted Rules

All drivers, owners, and crew persons are responsible to follow all the Safety rules of Now600 Cactus Region.

Any person violating those rules will be subject to suspension, and expulsion from the facilities. This is at the sole discretion of Now600 Cactus Region and its appointed officials.

Disclaimer: All rules may be changed/modified/adjusted as needed by Now600 Cactus Region. Rules are designed and enforced to keep competition equal and safe.

Age: 10 to 16 in the 600 R Class (Subject to Head Official's/Promoter's Discretion).

Fuel: Methanol only. No additives allowed, i.e. Power Mist, propylene oxide, nitro methane, etc. No M5.

Weight: The minimum weight of a car and driver for the "600 R Novice/600 R Class" is 740 lbs. All cars must meet weight requirement using scales provided by Now600 Cactus Region. Cars must go directly to scales as directed by racing officials. Any driver that fails to go directly to the scales will be automatically disqualified.

Tire Rule: Hoosier Tires or American Racer tires are allowed in all classes. Right Rear Tire: All 600 R cars must use the American Racer SD-48 or Harder, Hoosier D25, or harder. Grooving and siping will be allowed. No softening is allowed.

Transmission: All gears must be in transmission. Transmission must be stock functional and operating.

Top wing: Cars must run a max 10 square-foot fixed wing. No mechanical, electrical or hydraulic adjustments are allowed in the cockpit area, for the wing or any other part of the car. Wing center section must be 48" wide x 30" deep. Left side board must be 24" x 48". Right side board must be 18" x 48". Side boards must be 90 degrees to the center section. Wings must be mounted parallel with cage. Top wings are mandatory to enter a night's event.

Nose wing: Nose wings cannot exceed 18" x 24". Side boards are not to exceed 8.5" tall and 21" long.

Numbers: All cars must have legible numbers painted in contrasting colors on both sides of car and the nose. Minimum height of numbers is 8" on the nose wing, 10" on each side of the tail and 12" on the top wing. Numbers must be separated from advertising so they will be readable. It is recommended that cars have a 12" number on top of the wing facing the front of the car.

Engine Rules: All engines must be available to the general public, from a known manufacturer, for at least two (2) years prior to use in either restricted class. No internal engine modifications allowed, i.e. ported heads, lightened cranks, lightened transmissions. All 600 R cars must run a 4-stroke, 4-cylinder, 600cc engine. All engines must run the stock stroke, stock bore, stock cams, stock ignition system and stock timing with all OEM internal parts for the model year engine used. No aftermarket or modified ignition triggers are allowed. Stock appearing ignition boxes only made by manufacturer of engine used are allowed. Cam sprockets must not be altered, i.e. no drilling or slotting of mounting holes. No cutting of cam bolts allowed. No aftermarket cam sprockets. Aftermarket valve adjustment shims and valve spring shims are allowed. Must run stock valves and springs. Cylinder head deck cleanup is allowed (flat mill only, no angle milling), maximum from stock is .010 and or 10/1000 of an inch. A stock head will be used for reference. Deck clearance of piston to be -0.002 or greater. The cars must be self-starting, and the flywheel attached to the motor. Engine must be run as it came from the factory, with the internal charging unit and stator. Voltage will be checked at the battery and stator. Visual inspection of the flywheel/stator will be performed if needed. Aftermarket airboxes and headers are allowed. Motors may run a windage tray & or modified oil pan. No traction control devices allowed.

Exhaust: All cars must have a muffler mounted on the header

Carburetors: Carburetors may have metering rods, jets and springs changed to tune the fuel curve to match the car's requirements. Carburetors must be stock, no non O.E.M. carburetors allowed. Motors that use carburetors may run aftermarket boots, so you may run carburetors on the newer style motors that came from the factory with fuel injection. There will be a 2 1/8 inch maximum from the bottom of the billet adapter to the top of the rubber boot. We will continue to monitor boots as well as inside diameters for alterations. Carburetor adapter bottom dimension must be the same as stock O.E.M. intake port opening. Adapter must have a straight flow from the carburetor to 2019 600 Restricted Rules the head with the unaltered mandatory King racing products 3/4 plate in place. O.D. of carburetor adapter must allow rubber boot to fit tight as per original design. No funneling of rubber boot allowed. All 600 R cars will be checked for intake leaks, and any car with an intake leak will be disqualified. Manufacturer's engine equipped with factory fuel injection may run a prior year's carburetor. Carburetors only. No fuel injection allowed.

Injection: All stock classes will be allowed to run Electronic stock OEM throttle bodies. No mixing of manufacturers. Must be OEM to engine make. OEM boots only with injection. King Restrictor Plate ONLY. Any after market computer controlled adjustable ignition box is legal. Examples: Stock ECU, Guhl flashed, PE3-IG2, Power Commander, & Bazzaz. Engine control units are permitted for use with carburetors and Stock Fuel Injection. IF NOT SURE – ASK. No cones will be allowed. No regular rubber hoses will be allowed. Carbs may have metering rods, jets and springs changed to tune the fuel curve to match your cars requirements.

EFFECTIVE 2019-2020 RACE SEASON:

All stock classes will be allowed to run Electronic or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies or carbs ONLY will be allowed. No mixing of manufacturers. Must be OEM to engine make. OEM boots only with injection. 600 Carburetors only. King Restrictor Plate and TSO Red Carb Adaptor ONLY. Any after market computer controlled adjustable ignition box is legal. Examples: Stock ECU, Guhl flashed, PE3-IG2, Power Commander, & Bazzaz. Engine control units are permitted for use with carburetors and Stock Fuel Injection. IF NOT SURE – ASK. No cones will be allowed. No regular rubber hoses will be allowed. Carbs may have metering rods, jets and springs changed to tune the fuel curve to match your cars requirements.

Velocity Stacks: Aftermarket stock length aluminum Joe's Racing Products velocity stacks are allowed as well as stock plastic velocity stacks. Short velocity stacks are not allowed.

Restrictor Plates: 600 R Class cars must run a King Racing Products restrictor plate, unaltered. These plates will be bolted to the cylinder head below the boot adapter. These plates may not be modified in any manner. Any changes to the restrictor plates will result in an automatic **Disqualification**. No cones or funnels allowed in the carburetor or airbox system. Penalties: See General Rules (7.02) for Illegal Fuel Penalties and (9.04) for Engine Violation Penalties.

Driver Compartment Adjustments: NO cockpit adjustable shocks allowed and No adjustable weight jackers allowed. Pan Hard adjuster is allowed, as long as driver can NOT reach the adjuster, while sitting in vehicle. No electronic adjustments of any kind allowed.

Chassis Specs

1) Any micro sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No elliptical (oval-shaped) tubing used on or as part of the main frame structure.

2) Steering: Front wheels must be connected by a solid or tubular tie rod. Rear wheel chain drive only. Highly recommended that all suspension bolts and rear wheel nuts be secured by some type of locking device.

11) No rearview mirrors of any kind allowed.

12) All cars MUST be equipped with either a tail tank & bladder OR with a RCI Fuel Cell.

13) Fuel cell securely mounted.

- 14) Bumpers and nerf bars are mandatory and must be securely mounted. No zip ties. No aluminum frames, rear bumpers or nerf bars. Aluminum front bumpers are allowed. Right side nerf bar must not be outside of tires.
- 15) Steel, aluminum or titanium brake rotors only.
- 16) No hollow, tubular or drilled out bolts allowed.
- 17) Any cars with a frame that does not enclose the front axle must have the front axle tethered with “seat belt” material that is securely attached.
- 18) The right side opening of the body must be a minimum of 10 inches vertical at any point.

AMS and track officials may take competitors out of competition if any car is ruled unsafe for its driver or competition.

General Rules: Please read the General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.

Protest Rules: Please reference the Protest Rules (9.02) under General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.



SUPER 600

2019 Super 600 Rules

All drivers, owners, and crew persons are responsible to follow all the Safety rules, and track rules of Now600 Cactus Region.

Any person violating those rules will be subject to suspension, and expulsion from the facilities. This is at the sole discretion of Now600 Cactus Region and its appointed officials.

Disclaimer: All rules may be changed/modified/adjusted as needed by Now600 Cactus Region. Rules are designed and enforced to keep competition equal and safe.

Age: Minimum age is thirteen (13) years old, or twelve (12) years old with at least two (2) years of prior racing experience in the micro/mini sprints (Subject to Head Official/Promoter discretion)

Fuel: Methanol only. No additives allowed, i.e. Power Mist, propylene oxide, nitro methane, etc. No M5.

Weight: Super 600 Class, minimum car and driver weight is 780 lbs. All cars must meet weight requirement using scales provided by Now600 Cactus Region. Cars must go directly to scales as directed by racing officials. Any driver that fails to go directly to the scales will be automatically disqualified.

All cars must meet weight requirement using scales provided by Now600 Cactus Region. Cars must go directly to scales as directed by racing officials. Any driver that fails to go directly to the scales will be automatically disqualified.

Wings: Cars must run a ten (10) square foot fixed wing or bigger.

Front Nose Wings: Front Nose Wings are allowed.

Numbers: All cars must have legible numbers painted in contrasting colors on both sides of car and the nose. Minimum height of numbers is 8" on the nose wing, 10" on each side of the tail and 12" on the top wing. Numbers must be separated from advertising so they will be readable. It is recommended that cars have a 12" number on top of the wing facing the front of the car.

Engine Rules: All Super 600 cars must run a 4 stroke, 4-cylinder, 640cc maximum engine. A maximum of 2mm over stock bore, as manufactured, is allowed. The cars must be self-

starting. After market air boxes and headers are allowed. All cars must have a muffler mounted on the header. No traction control devices allowed.

1. Head clearance no restriction
2. Crank no restriction
3. Cams no restriction
4. Cam gears no restriction
5. Rods no restriction
6. Pistons no restriction
7. Valves and springs no restriction
8. Parts same year as motor no restriction
9. Stock appearing black box no restriction
10. Rotor (trigger) no restriction
11. Clutch plates no restriction
12. Transmission no restriction
13. Charging system working no restriction 2019 Super 600 Rules
14. Cockpit adjustments allowed
15. Claimer none

Driver Compartment Adjustments: Cockpit wing adjusters are allowed. Weight jackers allowed. Pan Hard adjuster is allowed. No electronically controlled cockpit adjustments besides wing slider.

Tire Rule: Hoosier Tires or American Racer tires are allowed in all classes. Right Rear Tire: All Super 600 cars must use the American Racer SD-48 or Harder, Hoosier D25, or harder. Grooving and siping will be allowed. No Softening is allowed.

Chassis Specs

1) Any micro sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No elliptical (oval-shaped) tubing used on or as part of the main frame structure.

2) Steering: Front wheels must be connected by a solid or tubular tie rod. Rear wheel chain drive only. Highly recommended that all suspension bolts and rear wheel nuts be secured by some type of locking device.

- 19) No rearview mirrors of any kind allowed.
- 20) All cars MUST be equipped with either a tail tank & bladder OR with a RCI Fuel .
- 21) Fuel cell securely mounted.
- 22) Bumpers and nerf bars are mandatory and must be securely mounted. No zip ties. No aluminum frames, rear bumpers or nerf bars. Aluminum front bumpers are allowed. Right side nerf bar must not be outside of tires.
- 23) Steel, aluminum or titanium brake rotors only.
- 24) No hollow, tubular or drilled out bolts allowed.
- 25) Any cars with a frame that does not enclose the front axle must have the front axle tethered with “seat belt” material that is securely attached.
- 26) The right side opening of the body must be a minimum of 10 inches vertical at any point.

AMS and track officials may take competitors out of competition if any car is ruled unsafe for its driver or competition.

General Rules: Please read the General Rules & Regulations Rules. All drivers and crew are responsible for knowing and following these rules.

Protest Rules: Please reference the Protest Rules under General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.