



GENERAL RULES AND PROCEDURES

Thank you for your participation this weekend, and GOOD LUCK! Please read over the enclosed general rules and procedures for this event. If you have any questions, please don't hesitate to ask an EAMS track official or staff member. We will collect trash every morning. Please bag your trash and place it out to be picked up. Trash bags are available at the concession stand for your convenience. PLEASE DO NOT LEAVE USED TIRES. Thank you again for coming, we look forward to a fun and SAFE weekend!

ATV, UTV, SXS, GOLF CARTS

ALL ATV/UTX/SXS/GOLF CARTS MUST DISPLAY PROPER PERMIT AT ALL TIMES, NO EXCEPTIONS.

1. All operators must be 16 years old and hold a valid drivers license.
2. 10mph Speed Limit at all times
3. NO riding on top of track at any time.
4. Stay behind all concrete barriers and walls at all times, until told otherwise by track official.
5. ATV/UTX/SXS/GOLF are not to be operated in a manner that may endanger anyone on EAMS grounds.
6. Cars, track maintenance equipment, other vehicles and pedestrians have right of way at all times.
7. No reckless driving or speeding. It will not be tolerated and you will be asked to leave.
8. Cross INTO the infield via TURN FOUR only. DO NOT cross the track at any time unless told by EAMS official.
9. Any area with a "NO ATV" sign is off-limits.
10. All machines must be parked one-hour after events conclude.
11. NO riding across the creek. Violators will be prosecuted.
12. DO NOT block pits, entrances, roads, etc.
13. NO racing atv's allowed.

EAMS Security will enforce these rules strictly. Our goal is to keep everyone on the grounds safe all weekend; operating these atv/sxs's goes a long way towards that goal. Violating these rules WILL result in atv/sxs being impounded for the remaining of the event by law enforcement, future permits revoked, and possible expulsion of operator from the property with no refund. You are expected to know these rules, EAMS is not responsible for accidents, injuries or theft associated with the use of ATV/UTV/SXS/Golf Carts.

For questions regarding the rules, please contact EAMS:
EAMSDIRT.COM | 334-297-2594

THE PLAYGROUND *OF POWER*

CONDUCT

Any physical confrontation, either on the track or in the pits, will result in the aggressor or aggressors being suspended for the next three (3) events. A second offense will result in suspension for the remainder of the season. Any driver who enters another driver's pit area will be deemed the aggressor. Away from the driver's pit area, both drivers may be considered aggressors.

Drivers will be held responsible for any members of their race team, and above penalties will apply even if the driver concerned is not directly involved. Any incidents that occur during the last three (3) events of the season could result in penalties being applied at the beginning of the following season. Incidents that are judged to be deliberate acts of aggression, on or off the track, under green or caution, will result in disqualification.

STARTS

All original starts will be double file and start in turn 4. The driver on the pole sets the pace on the backstretch. No lagging or bottle-necking allowed. The green lights illuminated around the track start the race.

- Any driver jumping the original start will be moved back a row.
- If any driver is penalized to the rear of the field before one (1) complete lap is scored, the remainder of that line will move up.

RESTARTS

Dixie double-file restarts – defined as leader alone on front row with remainder of the field, double-filed behind the leader. Second place will have the choice of the inside or outside lane.

Dixie double-file restarts will be used until ten (10) or less remaining laps of any A-Main event that is fifty (50) laps or more in total distance. Dixie double-file restarts will be used until five (5) or less remaining laps of any A-Main event that is less than fifty (50) laps in total distance.

Track officials reserve the right to forgo use of Dixie style double-file restarts at any time. All restarts must be nose to tail. Drivers, including the leader, may not fire until the green light comes on. Doing so will be considered a jumpstart and result in positions being docked by however many cars you pass at the next caution period or at the end of the race.

CAUTIONS

- Caution on First Lap

Once the green flag drops, the race is officially underway. On the original start and before one (1) complete lap is scored, if only one car is involved in a caution and stops on the track, that car will restart from the rear. If more than one (1) car is involved in a caution before one (1) lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed.

- Caution Procedures After First Lap

In the event of a caution, the car, or cars, involved in the incident that comes to a stop on the racetrack, will be sent to the rear. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck) will be given their position back.

SCORING

In the event of a caution, all lapped cars will line up for the restart at the rear of the field by position on the racetrack, and according to the previously completed lap. The field will line up for restarts in the order of the last completed green flag lap. In order to retain position, a car must have been in position for one (1) scored green flag lap. Laps will count when the leader plus one (1) cars cross the finish line. Any driver that spins or stops and is charged with a caution, for the reason of being lapped or is about to be lapped by the leader, and brings out the caution, may be scored one lap down from that point onwards in the race.

Any driver, or any member of any team who works on the car during a caution, while the car is still on the track will be judged to have made a pit stop and will be sent to the rear, those team members will also be escorted from the pits. Only track official(s) may work on cars on the track. If the official(s) are unable to fix a problem, they may send the car to the pits. This rule also applies in the event of an accident. Do not get out of your car unless you are prepared to resume the race at the rear of the field. All cars pitting under caution in the Heat, B-Main or A-Main will be allowed to re-enter the race by a track official when it is deemed safe.

Drivers will get two (2) courtesy laps to change a flat tire. The courtesy laps begin to count when the official starter indicates that the field is safe, and all cars are out of danger. Courtesy laps apply ONLY to flat tires. Drivers will re-join the event at the tail of the lap they are scored.

Once the caution flag is displayed, cars must slow down. The field will be put into correct running order in a single-file line. All cars one (1) lap or more down to the leader will be placed at the rear of the single-file line. Once the correct running order is established the field will be placed in restart order.

TRANSPONDERS

Transponders are mandatory at EAMS, without one, you will not be scored. Track officials will make sure every transponder works before an event begins; if one does not work, a track official may replace it. If a driver does not own their own transponder, one can be rented through the track at registration. For all divisions, unless clearly stated by track officials at the mandatory pre-race drivers' meeting, all transponder placement is required to be on the right rear axle tube.

ALTERNATE STARTING POSITIONS

Any driver in the A-Main, who is unable to start, will lose his/ her position to an alternate. Alternate drivers will be notified of their positions. Once an alternate driver has been called forward to take a position, the previous driver may not reclaim that position. No alternates will be allowed to start after the field has entered the racetrack from the starting grid. In the event that a driver is unable to make his assigned grid position, the following cars in that row will be moved up. Alternates will join at the back of the field, and not in the empty positions.

PRE-RACE STAGING

Any driver that arrives late to a staging area, either in the pits, or on the track, may be required to start that event from the rear of the field. A tech inspection may occur before each event. It is the driver's responsibility to be in line early enough to pass through technical inspection. If the driver is not in line early enough to pass through tech, this will result in starting the rear of the field or possibly missing that event.

HOTLAPS/HOTLAP QUALIFYING

Hot Laps will be conducted in groups in order, as per the draw. Drivers/ teams are responsible for knowing what group their driver/ team is in. Lineups will be posted on MyRacePass after registration closes for the day. Drivers must Hot Lap in their assigned groups. If a driver does not make it to the staging area in time for his assigned session, that driver will not be allowed to Hot Lap. In some instances, "hotlap qualifying" will be used instead of pill-drawing for heat race or feature lineups. Drivers will be notified of this on the schedule or at the MANDATORY pre-race drivers meeting.

TIME TRIAL

Time Trials will determine the lineups for Heat Races, or the feature if there's a low car-count. Drivers must Time Trial in the order that they drew. If the driver misses their Time Trial spot, the driver will only receive one (1) lap at the end of the Time Trial line. It is the drivers/ teams' responsibility to be in their Time Trial spot on time, in most instances, Time Trials will be immediately after Hot Laps.

In a case of twenty-seven (27) or less entrants, heads up Time Trials will be used. When twenty-eight (28) or more entrants are registered, a group Time Trial format (Group A/ Group B) will be used. Cars will Time Trial two (2) laps back-to-back. Once the green flag is given to the driver to start the Time Trial run, there will be no wave offs. Drivers exiting the track will not be allowed to return to Time Trial. All cars that are judged to weigh light crossing the scales after Time Trials will lose their time and will start at the rear of a Heat Race. If there is more than one car that has been judged light, those drivers will be lined up at the rear of the Heat Races by the Time Trial order. All cars must cross the scales at their sticker weight during Time Trials. There is no burn-off allowance for Time Trials.

HEAT RACE/B-MAIN

Heats race length will be announced in the drivers meeting. The number of transfers and Heats will depend on the number of entrants and will be announced at the drivers meeting. No car will be allowed to change Heat Race or B-Main assignment. If it is deemed by the series officials to be a rare and or uncontrollable circumstance, the track reserves the right to allow someone to change their assignment but will start from rear.

If more than twelve (12) cars are present for the B-Main, they will be split into two (2) or more B-Mains. Drivers may change cars at any time between Time Trials and start of the A-Main. However, any change will result in the driver starting in the rear of his Heat Race, B-Main, or A-Main. If a driver chooses to change cars after Hot Laps, that driver will remain in his drawn position for Time Trials. If a driver chooses to change cars, that driver must present his/ her car for technical inspection before being allowed on track.

FEATURE

Feature lengths and formats are determined well in advance of the event, if you are unsure, please note the daily schedule and reach out to an EAMS official. Any and all changes to lengths/formats will be told, at the latest, at the MANDATORY pre-race drivers meeting.

TIME LIMITS

No matter what, in any scenario, a class will be maxed out at 1-hour for any on-track feature event, regardless of laps completed, caution scenarios, etc. In some cases, a tighter time limit may be in effect. For example, a 25-lap feature may also have a 25-minute time limit. Red lights and other extenuating circumstances may be taken into account at the race directors discretion. All time limit info will be discussed in the MANDATORY pre-race drivers meeting.

PRE-TECH

It is the drivers responsibility to go through pre-race tech to ensure they're legal and eligible for racing. Any official scoring will be forfeited if a driver is deemed "illegal" after the session. If you have any questions or concerns, please address it at the drivers meeting, pre-race tech, or before any official scoring begins.

All weights are before the race with the driver. 1lb per green flag lap burn off for heat, consy, and feature races. All cars are subject to inspection at any time. A weight penalty may be added for minor deviations in class rules.

Major deviations will result in the car being placed in the class that it is best suited for. These rules are intended for fair competition in all divisions. Tech official's decisions are final. EAMS scales are the official scales for the event, and it is the driver's responsibility to make sure they meet the minimum weight. It is not the official's responsibility to make concessions. EAMS is not responsible for misinterpretation of the rules. If in doubt, ASK.

All Classes: No chemical alteration of the tread or tread compound. No tire softeners, no conditioners, no altering of tires with any natural or unnatural chemicals. No hazardous or non-hazardous components or chemicals which alter the factory set baseline settings of a given tire permitted. All tires are subject to lab testing at any time. All sidewall markings must be visible at all times. No buffing or removal of the compound markings. Any tire that has been altered will be illegal and confiscated.

Protest fees are \$1,500. Track retains \$300, \$1,200 to the winning protestee. Protests must be made in writing 15 minutes after feature.

Crate engine "tear down" process: protested motor will be impounded and delivered to a certified and agreed-upon Crate engine builder for any and all inspection. If the motor is deemed "legal" the protesting driver will accrue all fees for inspection and rebuild. If the motor is deemed "illegal" the driver at fault will accrue all fees for inspection and be responsible for their own rebuild.

Track and division rules are subject to updates at official's discretion. Any and all updates will be announced with adequate time to prepare for any changes. Pre-race drivers meetings are admonitory for drivers and teams to clarify and ask any question they may have with the race director, tech director, etc.

SAFETY

Fire suit, racing shoes, fire extinguisher mounted in reach of driver, and RACEceiver's are MANDATORY. Up-to-date seat belts MANDATORY. If a driver fails mandatory tech rules at any point of the event, they are subject to disqualification. Fire-proof gloves are strongly recommended. No driver/crew radio communications. No mirrors. No tire warmers.

PAYOUT

Purse money will be paid to the payee designated on the Entry Form completed at registration. It is the responsibility of the driver/owner to report the correct tax information to the EAMS. If you have won money, it is the drivers responsibility to collect, or make arrangements, with the track.

Payout is available nightly at the top ticket booth. You must have your photo ID, or the person you send must have your photo ID - NO money will be paid out without valid ID. Money MUST be picked up by someone 16 or older

PENALTIES

- Tires

Tires changes will not be permitted once a car has been presented to the starting grid/ lineup area. Any cars making a tire change will forfeit their assigned starting position for that race and start from the rear of the field. Tires may be inspected at any time. Any violation with any tire presented for competition may result in immediate disqualification from the events and/or other penalties including but not limited to; loss of money, fine, loss of points, and/or suspension.

The following penalties may be assessed for a tire found to be chemically altered following certified lab testing:

- Driver must pay back 100% of on-track earnings for that event.
- Driver will be responsible for lab testing costs.
- Driver will be placed on indefinite probation.
- A second offense will result in suspension.