



**PO Box 187 \* 6953 Stagecoach Rd \* Elm City, NC 27822 \* Track Ph 252-985-1949**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The management shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

It is our goal to provide you with the safest environment possible, but it is the responsibility of the car owner and/or driver to insure the he/she maintains, wears and uses proper protective clothing and safety devices at all times during competition. Through your participation in the events at County Line Raceway, you are aware that auto racing involves risks and you assume these risks with full awareness and knowledge.

Should you witness a safety issue, address this with a track official or contact the promoters or tech/safety official. Should you become injured at the track, report to the ambulance or have a track official call for medical assistance to have your injury treated and ensure proper information is given to the ambulance crew or track officials so that we are notified of the incident and have record of the injury.

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## **2018 GENERAL RULES**

- 1. The track reserves the right to refuse entry to any car, driver, crew member, or fan due to any rule violation or incident.**
- 2. Due to insurance regulations, everyone in the restricted pit area must sign a waiver/release form upon entry.**
- 3. All children must be accompanied by an adult at all times for safety reasons. Anyone under 18 years of age must have a Minor Release Form on file with CLR (signed and notarized) prior to entering the pit gate.**

4. **Absolutely no weapons of any kind on the raceway premises.**
5. **Anyone caught with any of illegal drugs or other substance will be asked to leave the premises and will face suspension. Drivers may be subject to random drug and alcohol testing. Any driver failing a drug or alcohol test will be suspended.**
6. **Anyone receiving injuries at the track must report the injuries to the proper officials before leaving the raceway grounds.**
7. **No car owners, mechanics, crew members, drivers, or any other participants shall file any claim for damages or expenses against the raceway, its officials, or employees. Should this happen, entry to the raceway will be denied until the suit is settled.**
8. **Drivers are recommended to be a minimum 18 years of age to participate in our weekly divisions. Ages 11-15 may run in one of the Pure Stock divisions if pre-approved by raceway officials, have a written release form signed and notarized by both legal parents or guardian, and be accompanied by legal guardian each week of racing. A driver must be a minimum age of 16 to compete in any other division, unless pre-approved by the raceway, have a written release form signed and notarized by a legal parent or guardian, and be accompanied by legal guardian each week of racing.**
9. **The decision of the track officials on the interpretation of the rules, scoring, flagging, tech and race procedure are final.**
10. **A car can run in only one division per night. A driver can run in only one division per night, unless pre-approved by the raceway. (Special events or non-points races)**
11. **If a driver enters and starts three races in a division in a season, that driver may not move down to a lower division that same season, unless pre-approved by the raceway.**
12. **Driver and car owner assume responsibility of their crew and those in their pit area in every respect. If a crew member starts an altercation, the driver and car owner assume responsibility and may be fined and / or disqualified. If you go to another's pit area you will be held liable.**
13. **Maximum two people at a time may confront a track official with a question. Do not argue or use obscene language with a track official, you may be fined and / or disqualified.**
14. **If we are forced to call a race for any reason, it is final if half of the laps are complete.**
15. **Working on the cars on the race track is not permitted at any time. Cars will be black flagged for infraction of this rule. Track officials are not permitted to remove body parts or assist a car in any way, unless otherwise stated. You will be required to go to the pit area for any repairs.**
16. **Rough or reckless driving will be dealt with thru fines and / or suspensions. This may include loss of winnings and points for that night. This includes on track or in the pits.**
17. **Any car light at the scales during qualifying will start at the rear of the field in the consolation or feature race. Any car light at the scales in the feature race will be disqualified with no points or money. This will result in the remaining competitors moving up one position for points and money. Note\* There is no allowance for cars being light at the scales. All drivers have the option to weigh your car anytime.**
18. **No one is allowed into the "restricted scale area" at any time after the driver's meeting.**
19. **Only the driver or registered car owner may register a car for a race. Only the driver or registered car owner is allowed to receive the winnings at the payoff window.**

## 2018 SAFETY RULES

1. According to insurance regulations, anyone driving a race car at any time must wear a full fire resistant driving suit with a valid SFI 3.2A/1 or higher rating (including shoes and gloves rated SFI 3.3), safety approved helmet with a valid rating of Snell SA 2000 or newer, neck brace or HANS device.
2. An aluminum racing seat is mandatory and must be secured properly to the frame. All areas padded.
3. An approved five-point harness is mandatory. It must be bolted properly. Belts must be date stamped, NOT be more than 5 years old, and be rated SFI 16.5 or SFI 16.1.
4. All stock chassis cars must have full roll cages. Minimum 1 ½" thick o.d. round tubing or black pipe , with a minimum .095" wall thickness. A minimum ¼" X 3" angle iron or minimum 2" X 2" X 1/8" thick (11 gauge) square tubing must be placed on top of the rocker panel to support the roll cage. This angle iron or tubing must extend to both ends of the rocker panel. All four main points of the roll cage must be welded to this tubing. Roll cage gussets will be required where necessary. No bars or pipes may extend beyond the body.
5. Chassis may not be off-set. Roll cages may not be off-set, must be centered in chassis. Must have a minimum four door bars at the left side door panel and three door bars at the right side door panel. The top loop must not be radically off-set. From the center-line of the main chassis rails, the outer chassis rails and outer door bars for the roll cage must be an equal distance. (Maximum 2" tolerance) This is the CLR definition of centered. A foot protection bar will be required where applicable.
6. Front loop bars must extend beyond the radiator and be secured to the chassis. Rear loop bars must extend beyond the fuel cell and be secured to the chassis.
7. All stock chassis and stock snout cars must locate the radiator in front of the engine. Radiator must be securely mounted. May be aftermarket.
8. Batteries must be securely mounted and located in a safety box or area separated from the driver's compartment and fuel cell. A labeled battery disconnect switch is mandatory with-in drivers reach.
9. All cars must have a properly working fire-extinguisher (minimum 2-1/2 lbs) secured and with-in the driver's reach.
10. All cars must have an approved driver's side window net properly attached. Minimum 18" X 18", unless otherwise stated (Late Model follow FUEL Series rules & Modified follow UMP Series rules)
11. All cars are required to have a minimum two return springs on the carburetor.
12. All weights must be welded or bolted with minimum ½" grade 5 or higher bolts. If bolted, they must have lock washers and be double nutted. The weights must be painted white or silver and have car number and division. If a car loses a weight during an event, it will be automatically disqualified.
13. All drive-shafts must be painted white or silver. They must be magnetic steel. All cars must have a minimum two ¼" X 1" safety loops located with-in 12" of each end of drive shaft.
14. On stock chassis and stock snout cars, if the windshield has been removed, a minimum of five protective bars must be placed in front of the driver's section. The right side bar must be near the centerline of the chassis. The left side bar must be near the window post. The center three divided evenly. They should be between four and five inch intervals. A protective screen (such as ½" hardware cloth) is recommended, but not mandatory.
15. A fuel cell is mandatory in rear of car in all divisions, must be in a steel container and properly secured.
16. All drivers are required to use a properly working raceiver. No working raceceiver , then no race.
17. No two-way communication devises allowed **or crew to driver communication.**
18. 3000 pound tow chains are required on the front and rear of all stock chassis cars. They must be secured with minimum ½" grade 5 or higher bolts and have lock washers and be double nutted.

## 2018 SCORING PROCEDURE

1. All drivers must be prepared to compete in the event for which they are scheduled. If a car is not in position when the division pulls from the staging area, they will be relegated to the rear of the field.
2. You must run in the heat race or group that you are assigned on the race line-up. No changing heats or groups. Penalty for infraction of this rule – start in the rear for the feature or consi.
3. Spinning out during group qualifying will result in loss of your fastest lap time.
4. We will attempt two double file starts. We will race back to the flag on the last lap, unless the red flag is displayed. Any car or cars bringing out the caution will be placed in the rear of the field. Any cars that go to the pit area will be placed at the rear of the field.
5. Any car that jumps the initial start of the race will be moved back one row. Any car lagging back to get a run will be moved back one row. (No warnings) The flagman starts the race on the initial start.
6. On a re-start, the leader may fire between the stoplight in turn 3 and the stoplight in turn 4. The leader must maintain a constant pace at a reasonable speed. No brake checking. On a re-start, you may not pass on the inside before a designated line. (The stoplight in turn 3 and a cone on the infield) Beyond this point, you may pass upon the leader firing or green flag and green light being displayed.
7. If a car jumps a re-start, it will be penalized one lap unless it gives up the position before the scoring line. This will be stated over the racever.
8. All cars bringing out the caution flag will be sent to the rear of the field. When the caution is called, slow down, hold your position and come around for the remainder of the field to be scored.
9. Any car that spins another will be sent to the rear of the field. Any car that spins another car on the last lap of the feature will be placed behind that car in the final payoff, based on lap counts.
10. Any car that spins or slows to avoid hitting a spinning car will go back to its original position. It will be stated over the racever the one or ones being accessed the caution.
11. Any car that brings out two unassisted cautions will be sent to the pits.
12. Any car that brings out three total cautions will be sent to the pits.
13. Any car that can't maintain a reasonable speed will be sent to the pits.
14. Any driver that loses three laps under green flag conditions will be sent to the pits.
15. Lapped cars will go to the rear of the field.
16. Caution laps will not be counted.
17. We will count the last completed lap by the leader for scoring. Once the leader has crossed the scoring line and caution is accessed, others not having crossed the line will be given that lap as they cross the scoring line. If you go to your pits without crossing the scoring line, you will not be scored that lap. Scoring will be based on your position when caution came out.
18. Any car that receives the black flag will no longer be scored. If a car is ruled to be a danger, the race will be stopped and the car will be forced to the pits. This will be stated over the racever.
19. Cars receiving the move over flag need to adhere to this flag. This means to allow the leaders room to pass. If you are running at the top, stay there. Hold your line.
20. If a driver is not registered 5 minutes prior the start of the driver's meeting. They will start in the rear. Register upon arriving at the track.
21. Westhold transponders (yellow) will be required. It is the responsibility of each driver to register the transponder with the raceway and verify it is working properly.

## 2018 RACE AND POST-RACE PROCEDURE

1. If a driver wins three races in a row, that driver will start in the rear of the feature the next regular event. If the next event is a special money event, it will carry over to the next regular points event. The driver will continue to start in the rear until there is a new winner.
2. If a driver wins eight or more points races in a single season they are not allowed to compete in that division the next season. This rule applies to the Pure Stock Four Cylinder and Pure Stock V-8 divisions.
3. At the conclusion of the feature race in each division, the top five cars must report directly to the scales before entering their pits to be weighed and for post-race inspection.
4. Post-race inspection consist of weighing the car with the driver to ensure it meets the minimum weight requirement and checking any component of the car to ensure it meets rules and regulations for that division. This includes visual inspection, tire compound inspection, or teching any component in or on the car that the technical inspector chooses to check. **Tire compound and factory markings must remain intact and visible.**
5. Safety and tech inspections are required for all cars in all divisions before they can compete in an event. The safety and technical inspector(s) may exercise their right to inspect a car at any time for any reason, at no cost to the track or driver, to ensure the car is legal for competition. Should you decline pre-race inspection, you will not be allowed to compete. Should you decline post-race inspection, you will be disqualified and forfeit points and money for the night.
6. The heat race winner, consi winner and fastest qualifier for qualifying group must report directly to the scales before entering their pits to be weighed and for inspection. Any car that qualifies on time must report directly to the scales before entering their pits to be weighed and for inspection.
7. No one is allowed with the car at the scale area.
8. If a crew member goes onto the track to work on a car or assist a driver in any way, that car will be black flagged and sent to the pits. If a crew member goes onto the track to start an altercation, they will be suspended and/or fined. **STAY OFF THE TRACK!!! STAY BEHIND THE BARRIERS!!!**
9. If a driver gets out of their car on the race track, they will be disqualified. This rule does not apply if there is a safety issue.
10. Any altercations will be dealt with through fines, disqualifications, and/or suspensions.
11. Any altercation with a track official is an automatic suspension and/or disqualification.

## 2018 PROTEST PROCEDURES

1. Questions or protest can only be made by the driver. All cars must reach the scales before any will be weighed to allow time for driver to declare a protest. Tech Inspector will confirm with the top five drivers if a protest is being declared prior to weighing any car.
2. Visual protest must be made prior to qualifying/heats at no cost to either party involved. Car bodies are not a protest item and will be governed by tech inspector.
3. All protest must be paid in cash. No checks. When a protest is declared, the money must be presented to the pit office and sign protest form immediately. The party being protested has 5 minutes to present the money to the pit office and accept the protest by signing the protest form
4. Once you declare a protest, you will lose ½ the protest money should you retract this declaration.
5. Maximum cooling time on a protested engine is one hour.
6. Only the driver finishing behind said car may file a protest. Only the top three positions may be protested. If you want to file a protest on more than one car, you must put up money for each.
7. Only two people from each car will assist with the protest. If any conflict arises during the protest the protest will be cancelled by the track and the party that caused the conflict will forfeit the protest and lose the money.
8. If you are found to be illegal, you will be dis-qualified, resulting in a loss of points and money for that event. If a car and / or driver is found to be illegal twice in a season they will be fined and / or required to move to a higher division that season.
9. If a protest is refused two times in a season that driver will lose points up to that night and will not be allowed to run in that division again that season. You may run in a higher division.
10. There will be an equal tear down in all protest. Both parties put up equal money and show equal parts. Inspection will be part for part until tech inspectors are satisfied.

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### LATE MODEL, MODIFIED, LIMITED SPORTSMAN (T&L), SUPER STOCK FOUR CYLINDER

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A partial protest (top end only) will be \$300 from both parties involved

The track will receive \$150 of the protest money. The winner of the protest will receive \$450.

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### PURE STOCK V-8, PURE STOCK FOUR CYLINDER

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A partial protest (top end or bottom end) will be \$300 from both parties involved

The track will receive \$150 of the protest money. The winner of the protest will receive \$450.

A full protest (complete engine) will be \$500 from both parties involved

The track will receive \$250 of the protest money. The winner of the protest will receive \$750.

**\*\*\* Tires are a protest item and can be checked for chemical alteration for \$100 per tire sample \*\*\***