



## 2017 DRIVER & TEAM INFORMATION

Wilmot Raceway is committed to operating a safe, fair and fun environment for racers, pit crews, spectators and employees. To achieve these goals, please read and adhere to the following procedures, policies and rules.

### GENERAL GUIDELINES AND RULES

- Pit gates typically open at 3PM on Race Day
- Come with a positive attitude
- Wilmot Raceway division rules are posted at [www.wilmotraceway.com](http://www.wilmotraceway.com). Please arrive with a legal and safe race car. Wilmot Raceway reserves the right to refuse participation to drivers and/or cars which fail to meet our criteria. The decision of Wilmot Raceway officials is final.
- Purchase pit pass, there are not additional entry fees for Wilmot Raceway classes, though there may be for IRA sanctioned classes. Pit passes will be \$25 typically, though they may be more for select "special events". Please write legibly. Failure to sign a waiver release will prohibit anyone from entering the pit area.
- Wilmot Raceway provides \$50,000 in excess medical insurance for its' competitors which meets/exceeds industry standards. For those drivers wanting additional excess medical coverage above their personal and track provided insurance, we strongly suggest STIDA, see [www.stida.com](http://www.stida.com) for information.
- Parents MUST sign a parental minor release waiver for any child under 18. Only parents or legal guardians are allowed to sign for a minor. Both natural parents are required to sign for any minor (under18) competitor. Notary waivers are available on the website for those parents who can't attend and sign personally at the track.
- A large poster version of the standard waiver/release is posted in the pit gate trailer.
- Pit parking stalls can be rented for the season for \$50. THESE Rented stalls are for regular events only. While we will try and respect those rented stalls, they are NOT reserved on special event dates or when conditions dictate otherwise.
- Size of truck/trailer may dictate pit parking assignments at selected events, or when conditions require.
- Sign in for respective class at pit office trailer, near pit concession area. Racers must fill out a W9 prior to receiving any pay.
- If you are a new competitor, or have a new car, **please** mention that at sign in so a safety inspection can be done prior to competition.
- Driver sign in (pill draw) must be done prior to Driver's Meeting. If not signed in prior to meeting, car will start last in a heat and not be eligible for passing points, but will get finish points only.
- Driver's Meeting is typically at 5:30. Meetings will be divided up separately between open wheel classes, and fender classes as rules vary slightly.

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ALL drivers MUST have a working RaceCeiver radio. Be sure to always carry extra batteries.  
Channel is default channel 454.000
- Drivers who run in classes which utilize transponders, we prefer you own your own Westhold transponder, and you are responsible for keeping it charged, and the proper and secure mounting of it. If you do not have one, we can rent one to you, as supply lasts, for \$10 per night, and you are responsible for any damage. Destroyed transponders are \$150, and driver is responsible. Any pay earned will be withheld until reimbursement is made.
- Beginning in 2017, event payout for most classes will be done at pill draw the following week. This practice is quite common now throughout the industry. If you know you won't be at the next scheduled event, please provide a self-addressed stamped envelope and we will mail you your check.
- Depending upon conditions and event, scales could be located either at the track exit near the pit entrance behind turn 2, or in the infield. Either location is restricted and crew members are requested to stay away from these areas. If car is selected to go to tech barn, only 1 crew member is allowed to enter that area with the car/driver. ALL other crew members are to stay away from this area. We ask that crews simply stay away from this area. Failure to do so can result in disqualification.
- Drivers **ARE** responsible for the actions & conduct of their crew. Drivers, *please* notify your crew and guests of this. Poor conduct and poor sportsmanship (such as cheering for the misfortune of another competitor) will not be tolerated and could result in a penalty and/or suspension to you!
- DRIVERS AND CREWS, do not enter another team's pit space in an aggressive manner. Doing so puts your team at fault and anything escalating from there will be worse for your team. Stay in your OWN pit space when your car returns following an on-track incident.
- NEW for 2017, fender classes. IF officials feel your contact with another car forced the other to spin or cause a caution, or if you had the opportunity to lift or avoid further contact and the car you made contact with spins or causes a caution, YOU BOTH will be sent to the rear. Yes this is a gray area, and we will do our best to be consistent with these calls. Competition Director has final say.
- Stopping on the track to argue a call, obscene gestures towards an official, or other poor judgement actions can lead to disqualification.
- DO NOT SPEED when exiting the track. DO NOT SPEED thru the pit area. Speeding in these areas will NOT be tolerated. Please adhere at a 10mph pit speed. Any car speeding thru the pits with a damaged car enroute to their trailer OR pack towards the track in a work area situation, will be disqualified. Note, the work area procedure is a privilege and abuse of such privilege can and will end it.
- Speeding thru the pits on a ATV or pit cart will result in loss of using that unit for the rest of the night.
- Cars can ONLY return to the race following a stop in the work area with an ok from an official. Do not drive past the official in staging area without him waving you on. Driving past the official without his permission will result in disqualification. ALSO, cars 1 lap or more down to the leader and not allowed to re-enter the race from the work area.
- Debris simply falling off your car and creating a yellow will be considered your yellow and you will be sent to the tail. If debris is hanging from your car in an unsafe manner, you will be sent to the work area and restart from the tail until repairs are deemed safe. If debris falls off your car from a prior incident and that debris was created thru no fault of your own but the yellow comes out... if your car continues without stopping and is deemed safe with no work area is needed, you will keep your spot.

- Dogs/Pets... Wilmot Raceway prefers that you don't bring animals in the pit area. If you feel you must, you have to be aware that you are fully responsible for both the actions of your animal and anything that may happen to while at the track. The animal must be leashed and/or tied to your trailer and leash should not allow access to neighboring pit. Be courteous of your neighbor, and clean up your dog as well. Animals MUST BE in or under your truck/trailer. Owners of dogs we suspect of being unfriendly, will be asked to remove them from the pit area.
- If for any reason the race night ends prematurely for any reason, the show is considered complete if all the heat races have been completed. Cars which would have started the A-main will receive even money and points. Others will receive B-main money and points. Wilmot Raceway reserves the right, however, in some instances to have the feature run the following scheduled night with a double feature option. In either of the above cases pit passes would not be refunded as payout for that event will be paid. If the racing should be halted prior to the completion of all heats, it is considered a rainout, pit passes will be good for a future event, and no payout from any on-track actions will be made.
- Check the Facebook page at [www.facebook.com/wilmotraceway/](http://www.facebook.com/wilmotraceway/) for race day weather updates.

## RACE PROCEDURES

- All cars will be required to help pack the track if needed, and as called.
- There may be nights, for whatever the reason, that ONLY certain classes will hot lap. Most tracks do not hot lap every division, and we reserve the right to determine which classes hot lap on any given night.
- If you CHOOSE to start in the back of a heat race, PLEASE let us know that when signing in at pill draw. Also when CHOOSING to start in the rear, you will only receive finishing points for that heat as you won't be eligible for any passing points.
- We do have an official passing/finishing point chart, and a description of how season championship points are accumulated. Please ask for a copy at pill draw if interested.
- Starts.... There will be a cone and/or chalk line designated as the start line somewhere near turn 4. Cars shall not accelerate until the front row reaches that designated start location, the front row should NOT accelerate prior to reaching this line. The pole cars set the pace on the pace lap and that pace must be constant from the entry of turn 3 to the designated start line. All cars behind MUST BE side by side and nose to tail. Anyone getting out of line prior to the leaders hitting that start line will be considered jumping. On initial start, the yellow will wave and you'll be sent to the tail. A second jump by same car will be disqualification. Restarts, lapped cars go the back, double file with leader alone, second & third make up second row and neither can be next to or on the side of the leader until the leader accelerates. We will use the same start point. Same procedures as initial start, however we may stay green if the car jumping is not near the front. The car accused of jumping will be penalized 2 spots per position gained on jump, with the penalty being applied at the next yellow or at the end of the race, which ever comes first.
- If using the passing points formula, the top 16 in each class in total accumulative points lock into the A-main, with the top 10 being included in redraw formula, (see point chart). Those 10 cars make up the first 5 rows. Cars 11 -16 are lined up by points. Point tiebreaker is whichever car got it first, thus in a point tie the car in the first heat gets the position over the car in the second heat, etc. In fields of over 20 cars, the B is lined up by points with the top 4 finishers advancing to the A and tagging the field based on B-main finish.
- We DO NOT take alternates after the initial green is waved.
- Having two (2) unassisted yellows in the same race is automatic disqualification from any race.

- Any three (3) combined yellows, assisted and/or unassisted, is automatic disqualification from any race.
- DO NOT create your own yellow after spinning! If we feel that we are being abused on this, we reserve the right to mandate a one (1) unassisted spin rule for the heats.
- We reserve the right to close the work area at any time.
- In the event a A-main doesn't reach completion, if it is past the half way point when called, results are as they were on the track at the last completed lap, minus any car involved in a race ending incident as those cars would tag the finish on whatever lap they were on. If a race should be halted for weather or otherwise before the half way point, the finish will be considered incomplete with all A-main starters receiving equal pay and points.
- Failing to scale is automatic disqualification from that event. Listen on RaceCeiver or if unsure, PLAY IT SAFE and stop at the scales anyway!

## **UNSPORTSMAN-LIKE CONDUCT:**

While Wilmot Raceway understands that auto racing is a highly emotional sport, we understand that good sportsmanship is the cornerstone of any race program. This must include respect for all participants, Wilmot Raceway officials, Wilmot Raceway staff, push truck & wrecker crews, fans and sponsors. While we understand the emotion, Wilmot Raceway will not tolerate public displays of poor sportsmanship, stopping your race car on the track to dispute a call or scoring placement, fighting, harassment or verbal abuse. Threatening or obscene gestures and/or language aimed at an official or competitor, rough driving, fighting, pushing or assaulting an official, or destroying Wilmot Raceway property can result in disqualification, forfeiture of money, banishment from premises, probation, and/or suspension. In case of suspension, if a specific number of race dates are handed out, rain-outs do not count. Drivers and owners are responsible for the actions of their crews. Entering another racer's pit stall in an aggressive manner is already a fault and in situations where problems escalate because of it will have that taken into consideration, thus stay out of other competitor's pit stalls. Team members whose car is not on the scales or in the work area...HAVE NO BUSINESS BEING IN THOSE AREAS! In closing, sportsmanship does not just pertain to activities at the track. Remember what you say, or type, has meaning and what you do has consequences, so please think before you lash out. This applies to Wilmot Raceway officials and staff as well.

- NO alcohol or illegal drugs may be consumed by the driver before or during an event. We reserve the right to have the track medical staff determine if a driver, who is suspected of doing either, be fit for competition. Refusal to be checked upon request is an automatic disqualification.
- Verbal abuse, using foul language towards an official, or fellow competitor, or acting in an abusive manner can lead to disqualification, suspension, or banishment from the premises. We realize this is an emotional sport, however treat officials with respect and they will do the same for you. On the same token, Officials will be expected to act professionally.
- Parents are 100% responsible for their minor children's actions and safety when they signed the release for the minor to enter the pit area. The pit area is considered a restricted area.
- Drivers must remain with their car, until instructed otherwise by a Wilmot Raceway official or safety crew during any red or yellow they are involved in.