

PEACE AREA MOTOR SPORT ASSOCIATION

HYTHE MOTOR SPEEDWAY



GENERAL & SAFETY RULEBOOK

2024

HYTHE MOTOR SPEEDWAY (HMS) RACE DAY FORMAT & POINT SYSTEM

Qualifying (Time Trials)

Two timed laps per car (Warm up Lap, Green, White, Checkered)

First lap on the track is used to confirm transponder is functioning

Quick time is awarded to the car that runs the fastest lap

Quick time receives 30 pts, points then go down by 1 pt per position to 29th position. 30th to the end of the field all receive 1 pt.

If there is a tie in qualifying the tie breaker will be based on the other lap time, whoever has the quickest time in that lap will be first.

If a car qualifies more than a second off the pace they will start tail for that race day.

Heat Races

Drivers must take the Green Flag (before the race leaders start the second lap) to be awarded any points in any race. It is not required that they complete that green flag lap in heats or the main event and if this is the case they would receive last place points. Heat races are split when there is 10 or more cars.

Points are awarded in the same manner for all Heats.

Heat A will be the odd positioned cars (ie. 1st, 3rd, 5th etc.) according to time-in

Heat B will be the even positioned cars (ie. 2nd, 4th, 6th etc.) according to time-in

If there are only enough cars for 1 heat, Quick Time starts at the back & slowest takes the pole

First place receives 16 pts, points then go down by 2 pts per position to 4th place finisher (10pts) Fifth place receives 9 pts, points then go down by 1 pt per position to last place finisher

Second Heat - Cars are positioned in an inverted format according to the finish of Heat 1

Main Event (Feature Race)

Cars are positioned according to total day points (time trials + heats)

In the event of a tie in points the driver with the fastest qualifying time will break the tie.

The top 10 cars will be fully inverted, and the remainder of the field will line up as they finished 11th to the end of the field.

1st place receives 40 pts, points go down by 2 pts per position to 12th place finisher (18pts)

13th – 20th position each receive 16 pts

21st – 30th position each receive 12 pts

31st – 40th position each receive 8 pts

41st – End of the field each receive 6 pts

Each driver is awarded 1 point for each position gained from the original line up of the main event. Only the top 10 cars that were inverted will be eligible for positions gained points. The remainder of the field will not accrue these points.

Each day is total points for that day.

In order for a series to qualify for championship points there must be a minimum of 4 cars that start the day (start of the race day is qualifying).

IMPORTANT NOTES

In addition to the guidelines set out in this rulebook, IMCA Modified & Elite Street Stocks will both be operating under their respective sanctioning bodies at the Hythe Motor Speedway.

It is the responsibility of the Driver to ensure self and all Crew Members are completely familiar with and follow these regulations as set forth.

GENERAL DEFINITIONS

Race Meet or Event refers to any organized event at Hythe Motor Speedway (HMS) with the purpose of operating racecars on the racetrack in competition with other racecars.

The Race Meet is considered underway when the back gate is opened to Drivers and all rules and regulations come into force at the time.

The Race Meet is over at the end of the first half hour immediately following the conclusion of the final race of the day.

Practice Session refers to any scheduled or non-scheduled event at Hythe Motor Speedway (HMS) with the purpose of operating a racecar on the racetrack for practice or testing.

Officials of Peace Area Motor Sport Association (PAMSA) and Hythe Motor Speedway (HMS) refers to any designated person who has direct control and input over a Race Meet or Practice Session.

Officials include: Flag Person(s), Tech Person, Pit Marshall, Race Day Coordinator, and any other person designated by an Official for the purpose of controlling or maintaining a Race Meet.

Driver refers to the designated individual who will operate the racecar during a Race Meet or Practice Session.

Pit Crew or Member refers to any individual listed by the Driver who assists in the Pit during a Race Meet or Practice Session. The Driver assumes responsibility for all Crew Members, when the driver is a minor this responsibility will fall under the parent or guardian that signed the minor waiver.

GENERAL REGULATIONS

BASIS OF AUTHORITY

HMS/PAMSA Officials shall have full authority over competitive events at the HMS and during all Race Meets.

HMS/PAMSA officials reserve the right to reject or accept the entry of any car or driver, either before or during a Race Meet.

No HMS/PAMSA participant shall subject any HMS/PAMSA Official or other participants to abuse or improper language at any time.

No intoxicating or controlled substances are to be consumed before or during a race meet, or practice session by anyone entering the pit area.

All disputes which develop, as a result of local track rules, must be settled at the track by the Officials. At the discretion of the Officials, any competitor may be disqualified for rule violations, hazardous equipment, or hazardous actions. If you have a concern or grievance, please fill out the form available at the pit booth, this will be addressed by the HMS Executive and you will receive a written or verbal response once reviewed.

Drivers, owners and or crew members shall have no claim or course of action for damages, expenses or otherwise, against HMS, or its Officials or promoter by reason of disqualification or damage to either the car, the driver or both.

The driver shall be the sole spokesperson for their car in any and all matters pertaining to the race or any arbitration with officials, when the driver is a minor, this responsibility will fall under the parent or guardian that signed the minor waiver.

PENALTIES

Any conduct an Official deems to be unsportsmanlike may be subject to a fine and or suspension of the person, and potentially the car, committing this breach. As every circumstance is different, all incidents will be dealt with on an individual basis and the PAMSA Executive will rate the incident on a severity scale from 1 to 5 as below:

(1 being the least and 5 being the most severe)

- Fine 1 - \$100.00
- Fine 2 - \$200.00
- Fine 3 - \$400.00
- Fine 4 - \$800.00
- Fine 5 – FULL SUSPENSION

If you have been rated a severity level of 2 through 5, then points will be taken from the driver in addition to the Fine being charged. The PAMSA Executive will decide the penalty points based on the incident.

RULES

The driver assumes responsibility for the actions of his or her pit crew. It remains the responsibility of the Driver to know and follow all rules and regulations for him- or herself and all Pit Crew, when the driver is a minor, this responsibility will fall under the parent or guardian that signed the minor waiver.

PAMSA/HMS strictly prohibits the possession, consumption, or being under the influence, of alcohol and or any illegal or controlled substance at a Race Meet or Practice Session by anyone associated with or as Driver or Pit Crew. As well, the use of any prescription drug or potentially impairing substance (including sedatives and or medicated cold treatments) is strictly forbidden within eight (8) hours prior to participating in a Race Meet or Practice Session by anyone associated with or as Driver or Pit Crew.

All Drivers and or Pit Crew and or other participants may be subject to random drug or alcohol testing. No glass bottles are allowed inside the track premises (the fenced track area).

All Drivers and crew shall appear at the track in clean clothes. Car body and numbers must be clean. Both crew and car shall be judged by their appearance.

HMS Officials may mechanically inspect any car at any time.

All participants (Drivers and Pit Crew) must complete and sign a release, registration and or entry forms before entering the racetrack infield area for a Race Meet in order to obtain a pit pass. A valid pit pass must always be visible on all participants at all times during a Race Meet.

The back gate is open a minimum of two (2) hours prior to racing for competitors' convenience to set up the racecar and get through tech.

No passengers are allowed to ride in or on the car, a tow vehicle or a trailer.

Drivers shall pit in their designated area and shall remove the tow vehicle and trailer as soon as possible.

All racecars must be presented to the Tech Area prior to any on-track activity; any car not in line for tech will be denied hot laps.

Racecars should be in the pits and unloaded 30 minutes before Hot Laps start. Any car arriving once Hot Laps begin will forfeit Hot Laps. Any racecar that arrives late and misses qualifying will start scratch in the first heat race.

At no time during a race event will a driver be in 2-way communications with any other person. This pertains to drivers competing in our regular race classes at HMS. This does not apply to visiting 'feature' classes if their governing body allows 2-way communications.

HMS operates with receiver units for Drivers. These must always be worn and used by Drivers at all times while racing. The Driver is responsible for ensuring the unit is working.

HMS operates and scores all race events with a transponder system. All cars must have a transponder mounted and fully functional before the start of each time trial or race. It is strictly the responsibility of the Driver to ensure his or her transponder is fully charged and operable for any race event.

Points will not be awarded to any driver or car racing without the transponder. However, should a transponder fail due to an unknown reason during a race, this car will be manually counted in the scoring system.

Should any PAMSA owned and rented transponder fail during a race, due to an unknown reason, it will not result in any penalty to the renter for that day.

Hot laps and or practice are for warming up or testing your car, not for racing. Drivers may be asked to leave the track for breaking this rule.

Drivers shall maintain a safe speed within the pit area.

All Drivers and their crew members must report to the Drivers meeting each race day.

The pits will be closed for the first half hour at the end of each race day to allow for spectators to visit the pits. This means no vehicles may leave or enter the pits during this half hour.

POINTS

Any driver wishing to run for the Hythe Motor Speedway Championships must be a member of the Peace Area Motor Sports Association.

Each driver will be allowed to run only 1 event as a non-member. The exception to this rule is the IMCA Modified Class – IMCA does not require their Drivers to become members to run for points at any track on the circuit. Hythe Motor Speedway does require IMCA Drivers to become members if they wish to qualify for any of the special year end awards (i.e., Quick Time, Rookie). IMCA Drivers will only be allowed to run one day as a non-member as well and if they choose to run for our special year end awards a membership must be purchased on their 2nd visit to HMS. To qualify for any year end awards you must participate in a minimum of 50% of the race days for that season.

All classes will run the points system, based on the IMCA system. (See page 1 for detail)

IMCA Modified: Points will be awarded to the driver. All Drivers must have a valid IMCA license.

Elite Street Stocks: Points will be awarded to the driver.

Starter Stock: Points will be awarded to the car. The driver who qualifies the car for the day must run the whole day. Individual awards are based on individual performance, i.e., Rookie. Each driver must be a member of PAMSA to qualify for Championship points.

Mini Sprint: Points will be awarded to the driver

RACING

When starting a race all cars must be in the proper lineup prior to leaving the pit area.

If your car is broken or out of the race, let the Official at the line up board know so the race is not held up on your behalf.

It is the responsibility of the Driver to check, or to have a crew member check, the line up board for position in each race.

If your car and driver are not in the lineup for the next race, when the White Flag of the current race is out, your starting position will not be held for you. You will have to tag the field. The exception to this rule is if pit road congestion does not allow you to get into your proper spot-on pit road you will then need to get into your spot once you hit the track as quickly as able to do so safely.

When one race is finished and cars are entering the pits, the next race should be lined up & ready to exit upon the direction of the Flag Person to the Stop & Go Official.

At the "one-lap-to-go" signal from the Flag Person, all Drivers must recognize this signal by a show of fingers to the Flag Person.

After starting a race, if a Yellow Flag is thrown on the first lap, there will be one complete restart only. If there is another Yellow, then it is a single file start with the car causing the Yellow either going to the back of the pack or to the pits, at the Flag Person's discretion.

In the event that two or more cars collide and bring out a caution the spinner and the spinnie will restart the race at the back of the field. All cars involved in the caution will restart at the back of the line up in their respective order as the last completed lap.

If a driver feels they are at fault for a caution the driver can tap their roof as they approach the flagstand. This will indicate to the flagman that they are taking responsibility for the incident, they will start at the back and the other car involved will get their position back from the last completed lap. If the incident occurs after the white flag has been thrown, the rule of spinner and spinnie will be applied. The tap rule can also be applied and if a driver takes responsibility, they will receive last place points and the other car will retain their position from when the incident happened. If neither driver taps, the flagman can use his/her discretion to determine finishing order.

Any car that enters the pit area under caution will automatically be sent to the back of the field for the restart.

Do not use the inside of the pavement to help you around the track, as you will be penalized at the Flag Person's discretion.

No one, other than a Track Official or Safety Personnel, will leave the protection of the pit area during a race meet. No one shall cross the track to the front or back gate after racing starts without first obtaining permission from an Official. Any violation of this will result in an immediate suspension of the car that person is registered to.

It is the responsibility of the Driver to ensure his or her pit area is clean at the end of the Race Meet. Take your pit garbage with you and place in the dumpster at the pit exit/entrance, this includes tires, wheels, parts etc. Do not use garbage cans for oil.

SAFETY REGULATIONS

All types of racing and participants are subjected to the safety rules as set out.

No one under the age of 13 is allowed into the pit area during a Race Meet without prior approval from the PAMSA Executive. Any minor (under 18) involved as an Official, Driver or Crewmember must have signed a minor release form.

Before any car may take part in a sanctioned Race Meet, it is subject to inspection by the HMS/PAMSA Officials.

NO open toe footwear or slide on type shoe are to be worn in the pits or on the track once a Race Meet is underway (Hot Laps) no exceptions. For "spectator" type crew mid length shorts and shirts with a minimum 2" wide strap will be allowed. Anyone working on cars should have proper attire to avoid injury. Offenders will be asked to leave the pit area and may be subject to further penalty at the discretion of an Official. (This may not apply during an intermission break from racing.)

Each pit crew shall have in its possession and its pit area, and in working order, during the Race Meet and practices, a minimum capacity five (5) pound fire extinguisher. Dry chemical is the most effective type.

NO Anti-freeze is allowed in any class of racecar, testing for anti-freeze can be done in any class by the officials. "Wetter water" or a similar additive may be used.

Passengers will not be allowed to ride in or on the car, trailer or tow vehicle at any time.

Racecars must not be driven into or about the pit or public area, except when specifically approved by officials and the arrangements have been made to ensure the establishment of a safe, clear way for the car that is being driven.

All fuel cans and water cans must be clearly marked as to their contents. Drivers will ensure that no one does anything under the car without jack stands in place.

Smoking is not allowed while fueling or driving the car.

At no time will anyone be allowed on or across the track or infield unless approved by HMS/PAMSA Official. This includes the tow truck and fire truck operator.

No driver, while on the track, will loosen or remove their seat-belts or helmets, or get out of the car unless the car is on fire OR is directed by an Official to do so.

For any driver who hits the wall it is mandatory that they are checked out by the ambulance staff.

The head or arm of any driver shall not extend outside the door of a closed body racecar, while driven in any event or on the track.

The Official Flag Person (starter) must be at his or her post before any racecars are allowed on the track.

No Race, Time Trial or Hot Lap session shall start unless there is adequate and emergency equipment on the track premises.

All Drivers must know the meanings of the flags; and must pay attention to both flag signals and lights.

REQUIRED RACE GEAR – No car will enter the racing surface without the driver having the following full safety equipment in place.

HELMETS: Snell SA rating is mandatory in all classes; helmets are to be from the year 2000 or newer.

DRIVING SUITS: Must be of fire-resistant material that effectively covers the body from neck to ankles to wrists. It is also recommended that Drivers wear complete, full coverage fire resistant underwear.

ACCESSORIES: Nomex racing gloves and neck or cervical collar are recommended. Nomex racing shoes or leather boots are mandatory – no running shoes.

WINDOW NET: is mandatory, properly secured and when detached, must drop down.

SEATBELTS: An SFI 16.1 three (3) inch, five (5) point competition style (quick release) harness with metal buckles is required. Dated within three (3) years are recommended. Two (2) inch sub is legal. The shoulder harness should be mounted even with or slightly below the driver's shoulder. An aluminum racing seat is required, securely mounted to the frame or roll cage (not the floor). Roll bar padding is to be installed on all parts of the roll cage in the driver's area. A driver's headrest must be in place.

MUFFLERS: Mufflers must meet or be less than the track mandated noise regulations of 98db

Some classes carry higher restrictions than others do.

Read carefully those requirements of the class that you are competing in.