



## **BONDURANT CHAMPIONSHIP RACE SERIES™**

**SANCTIONED BY ASA-RACING™**

## **GENERAL RACE REGULATIONS©**

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## **WARNING**

**The racing activities that ASA Racing and affiliates are involved in are dangerous. All members, participants, guests and spectators must recognize the dangers and take personal responsibility for their own and others personal safety.**

**All safety rules must be adhered to and any potential safety problems must be reported immediately to the Race Director in charge of the event.**

**If the safety problem is not corrected to the satisfaction of the person reporting it and others, that person and the others should immediately withdraw from participation in the event.**

**BOB BONDURANT®**



**SCHOOL OF HIGH PERFORMANCE DRIVING**



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# **GENERAL RACE REGULATIONS©**

## **1.0 INTRODUCTION**

### **1.10 MISSION STATEMENT**

1.11 Our mission is to provide a safe, courteous, educational and hassle-free environment for ASA members to race Formula Bondurant cars in the Bondurant Championship Race Series.

### **1.20 RACE PROGRAM PHILOSOPHY**

1.21 The operation of the Race Program shall strive to make it a no hassle “Arrive & Drive” experience for the ASA members. This shall be accomplished through the implementation of:

- Express Registration,
- Tech by Exception,
- Self Grid System,
- On Site Vendor Program for such things as food, fuel, tire service, safety equipment and photos,

### **1.30 AUTHORIZED RACE PROGRAMS**

1.31 ASA shall Sanction Bondurant Championship Race Series scheduled races in stand alone events.

1.32 ASA shall sanction the Bondurant Championship Race Series as a guest group at another ASA Affiliated Racing event. This GRR will be a supplementary rule set to that of the ASA Affiliated organization running the race event. Conflicts between the 2 GRR's shall be settled by the Bondurant Race Director.

### **1.40 DEFINITIONS AND NATIONAL ORGANIZATION STRUCTURE**

1.41 ASA provides the National Office and is a National Sanctioning Organization with the authority to sanction the Bondurant Championship Race Series Events.

1.41 The Bondurant Championship Race Series shall appoint a Race Director whose function shall be to manage the Series and races. The Race Director shall have the final authority for all activities in the Race Series including on track activities. The Race Director shall be an ASA Racing Member Official.

## **1.50 ASA MEMBERSHIPS AND PRIVILEGES**

- 1.51 Members are individuals that have satisfied the requirements of ASA Members in Good Standing. A member must satisfy the following criteria to be in Good Standing: (1) all dues and financial obligations must be current, (2) the member is not under any suspension, and (3) there are no actions pending that may result in suspension or discharge. Members in Good Standing are eligible to participate in ASA Sanctioned Events..
- 1.52 Membership Dues are set by ASA and are due and payable each year on January 1. Memberships not current will be suspended from Good Standing until brought current.
- 1.53 Under special conditions, the ASA Race Director may approve a temporary membership to an ASA sanctioned event. A membership application must be completed and signed off by Director authorizing such and sent to the ASA National Office with the appropriate fees.
- 1.54 The ASA Race Director may terminate membership privileges at any time, with or without cause. There will be no refund of membership fees.
- 1.55 A member may resign membership at any time without cause. Resignations must be submitted to ASA in writing. There will be no refund of membership fees.
- 1.56 Memberships include the following categories: Driver (Entrant), Car Owner, Crew Member. The Driver (Entrant) Membership includes race driving privileges and is required for all drivers in the Bondurant Championship Race Series. Car owner and Crew memberships do not include race driving privileges. Their privileges include attendance at racing events in the paddock and pit areas.
- 1.57 Memberships include \$450,000 of additional secondary personal accident insurance. The base insurance for the event is required to include \$50,000 of secondary personal accident coverage for members in order for this additional insurance to be in effect. The additional secondary personal accident insurance includes transport to and from a sanctioned event.

## **1.60 PROFESSIONAL AFFILIATES**

- 1.61 Professional Affiliates are organizations that are approved by the ASA Race Director to participate in ASA sanctioned programs. These are organizations with separate legal standing such as, but not limited to, a racing organization, race facility or other as determined by the Race Director.

## **1.70 MARKETING PARTNERS**

1.71 Marketing Partners are organizations that provide value to ASA, In return, they receive advertising, promotion and/or other value from ASA. These Marketing Partners may be known as sponsors. The ASA National Office approves National Marketing Partners. The appropriate Race Director must notify the ASA National Office when Bondurant Series Marketing Partners are approved. In the case where a National Marketing Partner and a Bondurant Series Marketing Partner are in conflict, the National Marketing Partner will normally take precedence.

## **1.80 ADDITIONS AND CHANGES TO ORGANIZATION & RULES**

1.81 Additions and changes may be made to the organization under the authority of the Race Director.

1.82 Additions, deletions and changes to the GRR may be made by or approved by the Race Director.

## **1.90 EVENTS AND REQUIREMENTS**

1.91 An event is an ASA sanctioned Bondurant Championship Race Series race.

1.92 A Participant is any ASA member registered as an entrant driver in the Bondurant Championship Race Series event or an ASA member in a non-driving activity at that event.

1.93 Participants (ASA Members) include entrants, members, and support personnel attending an event. All event officials, guests, media members and others performing any functions related to the event and that are ASA members are considered participants. Spectators, guests and other non ASA Members are not considered participants.

1.94 All Participants at sanctioned events must sign a waiver release of liability upon entry to the facility where the event is being held and before any participation in the event.

1.95 Minimum insurance requirements for ASA Sanctioned stand alone events and ASA Affiliates Events shall be of at least \$1M General Liability, \$1M Personal Injury/Personal Accident Liability, \$50K secondary excess personal accident and \$5K AD&D.

## **2.0 RULES AND REGULATIONS**

### **2.10 RULE BOOK**

- 2.11 GRR is the official General Race Regulations provided and amended by the Race Director. Interpretation is by the Race Director.
- 2.12 All sanctioned events of the Bondurant Championship Race Series are run in accordance with the GRR and any supplemental rules established for that event. All members, participants and spectators are subject to the rules and regulations in the GRR. In the case of conflict with any of these rules, the Race Director has the final ruling authority.

## **3.0 SANCTIONED EVENT OPERATION & OFFICIALS**

### **3.10 SCHEDULING EVENTS**

- 3.11 The Race Director has the authority to schedule and run ASA sanctioned events and activities of the Bondurant Championship Race Series. The ASA National Office shall sanction all events. The Race Director shall be an ASA member official.

### **3.20 APPOINTMENT & DUTIES OF OFFICIALS**

- 3.21 The Race Director shall appoint the Directors required to properly operate a sanctioned event. The Directors shall be knowledgeable and carry out their duties and responsibilities at the pleasure of the Race Director. An individual may be appointed by the Race Director to fulfill more than one Directors position. The Race Director may add Directors as needed to run an event. All Directors may have assistants approved by the Race Director.
- 3.22 In the case of running the Bondurant Championship Race Series as a Guest Group at an ASA Affiliated Sanctioned event, the officials will be appointed and approved by the ASA Affiliate with the exception of the Race Director for the Bondurant Championship Race Series.
- 3.23 The duties of the Race Director for the Bondurant Championship Race Series shall be that of managing, directing and controlling all functions necessary to run the Bondurant Championship Race Series portion of the event. The Race Director is the final word on rule interpretation, rule applications, penalties and any other decisions during a race event.

- 3.24 The Race Control Official, who reports to the Race Director is responsible for all elements of the on-course activities and maintaining the schedule during the event. The Race Control Official has the added responsibility to assign and manage the activities of all Course Officials, which include the Starter, corner officials, pit and paddock officials, grid officials, and others as required. The Race Control Official may also be the Starter.
- 3.25 Paddock Director whose duties shall be to manage the Paddock Area including the Hot Pit and Grid Areas.
- 3.26 Registration Director, whose duties shall be to handle all registration and administrative duties prior to and during the event.
- 3.27 Timing and Scoring Director, whose duties shall be operating the timing and scoring function.
- 3.28 Safety Director, whose duties shall be to manage all safety functions, including rescue, medical, towing, pace car, track safety and incident safety.
- 3.29 Technical Director, whose duties shall be checking cars and drivers for compliance with safety equipment rules and for compliance with class rules.
- 3.30 Competition Licensing Director, whose duties shall be to provide programs for Competition Licensing and approvals for the issuance of Competition Licenses.
- 3.31 Bondurant Championship Race Series Officials shall conduct themselves professionally at all times acting as ambassadors of the organization to members and others attending events. They shall properly enforce the GRR at the event in a courteous, helpful and friendly manner. They should be on the lookout for potential or real problems and solve them when possible.

### **3.30 TYPICAL EVENT**

- 3.31 Each event may run 1-3 days or in special cases, longer. One day may be defined as a practice day with 3-4 sessions scheduled. This practice day is normally Friday. The next two days will be at least 3 sessions each, a practice session, qualifying session, and feature race. Additional practice sessions may be run. The sessions shall be scheduled to run 20 minutes each. It is possible that unplanned circumstances may cause the sessions to be shortened. On special occasions the races may be longer at 30 minutes or may be an enduro type race. The first group must be prepared to go on track at 8 am each day and the track is closed at 5-6 pm each day. In the case that the track facility has lighting, races may be run after sundown.

- 3.32 The daily event schedule shall be prepared in advance and made available to participants. The Race Director and Race Control Director are responsible to run each event day on time according to the schedule. The event must start on time and the participants must be able to count on the published schedule.
- 3.33 The races will be run in a format generally followed by many sanctioning organizations.
- 3.34 Starts will be double file. Restarts prior to the completion of the first lap will also be double file in the same order as the initial start. After the first lap, restarts will be single file.
- 3.35 There is no passing on yellow flags. You may pass at the next station in the case of a local yellow. You may not pass at all on a full course yellow flag.
- 3.36 If you make an illegal pass, you may avoid penalty by going back to the correct position within one lap.
- 3.37 Laps count while you are in the hot pit.
- 3.38 If you spin or go off course, carefully re-enter the racing surface without spinning wheels or causing gravel to go onto the racing surface. You may incur a lap penalty or a stop penalty for causing gravel to go onto the track surface.
- 3.39 Penalties can and may be leveled for both driving infractions and inconsiderate or dangerous driving. These penalties will be leveled by the Race Director. Penalties assessed are final.

#### **3.40 MINOR AGE PARTICIPANTS**

- 3.41 Minors (15 years old and older) are eligible for the Bondurant Championship Race Series Program with a minor waiver signed by both parents or legal guardians and with one of those persons at the event during the minor's participation. In addition, the minor must complete all ASA requirements for the membership.

#### **3.50 TRACK SAFETY & COMMUNICATIONS FLAGS**

- 3.51 Track safety is provided by 3 separate functions. First, there are On-Course Officials that man the track corners. They are a communications tool to the drivers, race control and the safety crews. Second, the Safety Crew is made up of trained firefighters, many of whom also have

paramedic training. They take control of an accident scene and perform rescue services as needed. Third, there is commercial Ambulance and Paramedic Crew on site. They attend to any personal injury situations. The racetrack may provide the Safety Crew and Ambulance Service.

- 3.52 The Starter and Corner Officials use flags to communicate with the drivers. There are 2 types of flags, command flags and informational flags.
- 3.53 Command flags are those that communicate a command that must be acknowledged and obeyed by the driver. These are:
- Green Flag means start of session or race. Cars may run at speed.
  - Checker Flag means end of session or race. Cars should slow down and exit track to paddock.
  - Yellow Flag means there is an incident on the track ahead. Slow to a safe speed for conditions, look for the incident and do not pass under a Yellow Flag until you are past the incident and see that there is no Yellow Flag showing at the next flag station. A full course Yellow Flag means that you are to maintain your position without passing and stay in a single file line until the green flag is waved at start/finish.
  - Black Flag means the Course Officials would like to talk to you. Come into hot pit lane ASAP. A Black Flag all means for all racers to come into the pit lane in single file according to position on track at time flag is shown.
  - Black Flag with Orange Ball means Course Officials think there may be something mechanical wrong with your car. Come into hot pit lane ASAP. If you smell oil, fuel or coolant, please get off the race line and if serious, get off the track and stop. Keep all safety equipment on and wait for Safety Crew to arrive and tell you what to do.
  - Red Flag is only used when the track is completely blocked and means carefully come to a stop along the side of the track near the Flag Stand, shut engine off and wait for instructions from the Course Officials. Be very careful that cars behind you do not hit you in the rear end. If the incident is blocking the track in front of you, pull off and stop carefully where you are.
- 3.54 Informational Flags are those that communicate information to the driver but are not a command. These are:
- White Flag means a slow vehicle is on track. It may be a safety vehicle or a slow moving racecar. Beware and be careful.

- Waving White Flag at Start Finish during a race means one lap to go.
- Blue and Yellow (or white) Flag means that a faster car is coming up behind you. Be predictable and run your line or point the car by when ready to pass you,
- Red and Yellow Flag means that debris or fluid is on the track ahead.

3.55 On-Course Officials (corner officials) are not safety, fire and rescue officials. The Professional Safety Crews are charged with that responsibility. The responsibility of the On-Course Officials during an incident is to communicate the incident properly to Race Control, communicate the problem to the drivers on track thru the use of the flags, and assist the Professional Safety Crew to reach the scene promptly and safely without leaving their corner station position. It is the function of the On-Course Officials to try to minimize the opportunity for the incident to get worse.

3.56 The Safety Crew(s) and Ambulance(s) may dispatch themselves to go to an incident. It is not necessary to wait for Race Control to do so, if in their judgment the incident is such that their services are needed. They can dispatch on a hot track if in their judgment it is safe to do so. They shall report a self-dispatch to Race Control. The self dispatched Safety Crew can direct Race Control to go to a local Yellow Flag, a full course Yellow Flag, a Black Flag condition. A white flag may also be displayed at start finish. Race Control may command a Red Flag if the situation is critical. Time is of the essence in emergency operations.

3.57 The decision to Transport a driver or passenger to the Hospital, by land or air, is the responsibility and authority of the Safety Director or the Ambulance crew.

3.58 The Safety Crew may perform hot track tows, if in their judgment it is safe to do so. They may call Race Control and request a full course yellow or black-flags if they deem the situation too dangerous.

### **3.60 INCIDENT RULE & PARTICIPANT AGREEMENT**

3.61 Our incident rule recognizes the victim of a multi- car incident. If a car is out of control or is attempting a pass and causes damage to another car, the driver of that car will be found at fault. The driver at fault will be assessed a penalty and may be put on probation. Another incident while on probation may be reason for permanent suspension.

- 3.62 In the case of Damage to track property, participants causing damage will be held responsible for payment up the \$1500 maximum deductible per incident.
- 3.63 Drivers involved in an incident are to report to the Race Director as soon as possible after coming off track.
- 3.64 By submitting an application for an event, participant entrants certify that they understand and will abide by this agreement, which states:

“I am attending this event as a participant for fun, recreation, competition and education. I understand that this is a school race series designed to teach participants the art and craft of racing. I agree to follow the directions of the event officials. I understand that I may be excused from participation without refund and asked to leave the facility if the event officials deem my driving unsafe, or if my behavior or that of anyone with me is deemed detrimental to the event. If in the event of a permanent suspension, all prepaid unused fees will be refunded. I agree that I willingly accept the risk of driving in the event, knowing that it may be dangerous. I hereby release ASA Racing, ASA Affiliates, Bondurant School of High Performance Driving, officials, officers, directors and affiliates for any and all liability for damage to the car or equipment, theft of same, injury of myself or anyone else whether adult or minor, which may result from my participation in this event. I agree that I will clean up my paddock area during and at the end of each day before leaving the facility. I will not damage the facility or leave fluids such as oil, fuel or coolant on the pavement. I will dispose of them in containers provided by the track or take them with me. I understand that if I damage the facility in any way, including an on-track incident, that I will be held liable to pay for that damage. I understand that this event is governed by the General Race Regulations (GRR), and in case of dispute, the discretion of the Race Director is final. I certify that I have been examined by a Physician and am physically fit to participate in a high stress, physically demanding racing event. I am not pregnant, suffering from any diseases or disorders or under any drugs, legal or illegal, that would affect my performance during this event. I understand that the use of any illegal drugs by myself or the people with me will subject us to immediate dismissal from the event and facility.”

## **4.0 DRIVER SAFETY REQUIREMENTS**

### **4.10 DISCLAIMER**

- 4.11 It is the entrant's (driver) responsibility to provide conformance to the ASA GRR and any additional rules established by the Race Director. This means that it is the driver's responsibility to confirm that all safety equipment is in place and meets or exceeds regulations

while on track during an event. If a driver or participant has any questions, he must address them to a Director before assuming compliance to the regulations. While these regulations do not guarantee or imply full safety so that injuries or death will not occur, they are an effort to keep drivers and participants as safe as possible. Any driver that takes a car out on track that is not in compliance is subject to suspension or dismissal of membership privileges.

#### **4.20 COMPLIANCE CHECK**

- 4.21 The Technical Director and Grid Officials will check each entrant's compliance to safety rules. The Technical Director and his team shall roam the paddock making visual checks of the driver's safety equipment. In addition, a visual check will be made at Grid each time a car lines up to go out on track. Drivers not in compliance will not be allowed on the track. These Compliance Checks are done as assistance to the driver who has the ultimate responsibility for compliance.
- 4.22 Race Drivers safety equipment shall be checked during annual inspections of the car safety requirements.

#### **4.30 RACE CAR DRIVER REQUIRED SAFETY EQUIPMENT**

- 4.31 Racecars at speed on a racetrack, particularly purpose built racecars present a great safety problem to the driver. Therefore, the safety equipment required for drivers in the Race Groups is significantly extensive. The following required equipment must be worn by race drivers when on track.
- 4.32 A Snell SA rated closed face helmet, in good condition and properly fit, less than 10 years old.
- 4.33 A SFI-38.1 rated Head & Neck Restraint is required. Please note that the Head and Neck Restraint from the shoulders up should not weigh more than that of the helmet.
- 4.34 A TPP-20 or SFI 3.2A/5 rated driver fire retardant suit made of nomex or equivalent. The suit must be clean and fit properly without damage or tears. Suits with SFI3.2A/2to SFI3.2A/4 (2 layer suits) may be approved for use with full nomex or carbon-x underwear. The driver must get that approval from the Race Director before wearing these suits. **PROBAN SUITS ARE NOT APPROVED.**
- 4.35 Arm restraints are required.

4.36 Gloves with a SFI 3.3/5 rated, in clean condition without damage are required. Higher SFI rated gloves are highly recommended.

4.37 Shoes with a SFI-3.3/5 rating are required.

4.38 The following items are highly recommended for fire safety:

- Nomex, carbon-x or equivalent Head Sock or Balaclava,
- Nomex, carbon-x or equivalent underwear,
- Nomex, carbon-x or equivalent socks.

Safety equipment is insurance. It can help turn a disaster into a simple incident. Ask yourself, "Where do I want to be Monday morning?" The quality and level of your personal safety equipment may make a significant difference on where you are Monday morning. Think about it!

4.39 Helmets or other safety equipment may be waived by the Race Director for special cases:

- Drive around on track at low speeds under the control of an official or pace vehicle,
- Charity rides on track at low speeds under control of an official or pace vehicle,
- Driver instruction at low speeds under the control of an official or pace vehicle,
- Other situations deemed appropriate by the Race Director.

## **5.0 CAR SAFETY REQUIREMENTS**

### **5.10 DISCLAIMER**

5.11 The Bondurant School of High Performance Driving will prepare all cars as equally as possible. These cars will meet or exceed the car safety standards in this GRR. Conformance to the Bondurant Championship Race Series safety regulations is not a guarantee that injury or death will not occur. These regulations are an attempt to minimize that possibility. If there are any questions regarding car safety, they must be addressed to the Race Director before taking the car out on track. Any member that takes a car out on track that is not in compliance with the GRR and other rules is subject to suspension or dismissal of membership privileges.

### **5.20 COMPLIANCE CHECK**

5.22 The Bondurant Championship Race Series shall provide the compliance for the Formula Bondurant cars used in this series. A visual check will be

made each time a car comes to grid to go out on the track. Cars not in compliance will not be allowed on track. If in event a car is found out of compliance, Bondurant will make every effort to provide the participant with an in compliance car. If not possible, Bondurant will make adjustments to the participant's fees.

- 5.23 Drivers that have a question about compliance of a car for either safety or specifications should address these questions to the car crew supervisor or chief.
- 5.24 Car logbooks are optional. To get them stamped at each event, they must be turned into the Race Director. The car history records are on file at the Bondurant School and are available for driver participant's inspection upon request.
- 5.25 Annual inspections by other recognized sanctioning bodies may be accepted by the Bondurant Championship Race Series and ASA. The Technical Director shall determine the sanctioning bodies that are recognized.

### **5.30 RACE CAR REQUIRED SAFETY EQUIPMENT**

- 5.31 Approved race seat for driver mounted in car,
- 5.32 Head restraint, either as part of the seat or off the roll bar within 2" of rear of helmet,
- 5.33 High density roll bar padding anywhere that the body or helmet can make contact with the roll cage,
- 5.34 SFI-16.5 and SFI-16.1 rated 5 point or or more racing harness and lap belt system in good condition and mounted according to manufacturer's recommendations,
- 5.35 Electrical master switch with location that driver can reach and marked with proper decal,
- 5.36 FIA FT-3 or better Fuel Cell.
- 5.37 Fire systems, 5lbs or more, halon or equivalent, with two nozzle locations or more with one located in driver area. Water based systems are not approved,
- 5.38 Overflow tanks on all engine liquids,
- 5.39 At least one working rear view mirror of suitable size,
- 5.40 Exhaust system that exits car behind driver position,
- 5.41 Fire walls surrounding the driver with engine, drive train components, and sump systems external to driver compartment,
- 5.42 All fuel, coolant and oil or brake lines running through driver compartment must be aircraft braided line or steel line,
- 5.43 Body and appearance of the race car must be like new from 50 ft., no primered or damaged cars are allowed,

- 5.44 And all mechanical systems properly installed, in good condition, with no leaks.

## **6.0 COMPLIANCE WITH CAR CLASS RULES**

### **6.10 INSPECTIONS FOR COMPLIANCE**

- 6.11 The Bondurant Championship Race Series shall prepare and present each car to an equal standard of all others.
- 6.12 The Technical Director may inspect cars for compliance to car class rules at any time.

### **6.20 QUESTIONS OF COMPLIANCE**

- 6.21 Drivers in the same class may question compliance of another competitor providing the questioning driver is in full compliance with the rules of the class. The question of compliance shall list those items that the questioning driver would like checked.
- 6.22 If the Technical Director finds that the driver was purposely out of compliance to win a class, he may request suspension of the driver by the Race Director.
- 6.23 Appeals of actions concerning compliance of racecars to class rules may be made to the Race Director and his decision is final.

## **7.0 PARTICIPANT CONDUCT DURING AN EVENT**

### **7.10 GENERAL CONDUCT**

- 7.11 All participants, spectators, officials shall conduct themselves and those they bring with them as ladies and gentlemen. This is a family oriented organization and a calm, friendly demeanor is required. Noisy, abusive behavior, swearing, bad 4-letter words, or lack of respect for other participants, spectators or officials will be rewarded with ejection from the event and facility.

### **7.20 ON-TRACK CONDUCT**

- 7.21 Drivers are expected to show courteous conduct while on track. Over aggressive driving, deliberate attempts to intimidate other drivers, deliberate contact with another driver, or any other action on track that is deemed inappropriate for this organization shall be reason to suspend the offensive driver from the current event or from the organization.

7.22 Pit Lane is considered part of the live track. Participants shall be aware of the dangers of being in the hot pit lane. Crewmembers may service cars, counsel with the driver, or otherwise help the car and driver in the hot pit lane. These things must be done in a safe manner. Mechanical work on the car shall be done in the paddock. There is no penalty for taking the car into the paddock to work on it. Each crew shall have a fire extinguisher available when their car comes into pit lane. Spectators, children and non-participants are not allowed in the hot pit lane.

### **7.30 Paddock Conduct**

7.31 Alcoholic beverages are allowed for participants in the paddock after the track is closed for the day.

7.32 Paddock speed is 5 mph for all motorized vehicles, including racecars.

7.33 The driver shall arrange his paddock space as efficiently as possible. This includes moving non-essential vehicles (street cars, open trailers, tow vehicles, etc) to a parking area away from the paddock to conserve space for other participants.

7.34 Only drivers with state drivers licenses may operate motorized vehicles in the paddock area. Skateboards and other wheeled vehicles may not be used for recreational purposes in the Paddock area or on premises of the race facility.

7.35 Designated fire lanes must be kept free from parked vehicles. Fire lanes are at least 20 ft wide.

7.36 Fuel stations require clearance of 25 ft minimum in case of spillage and fire. Therefore, no parking or set up of paddock area within the 25 ft limit of any fuel dispensing operations.

7.37 Participants shall make sure that everyone with them knows the dangers of the paddock, particularly from the movement of racecars without warning devices.

7.38 Participants shall help keep the fire lanes free for traffic at all times. This means also helping other participants and spectators to keep out of the way of traffic in the Fire Lanes.

## **8.0 OTHER RULES**

### **8.10 ACCEPTANCE AS PART OF THE GRR**

- 8.11 The following additional rules are accepted as addendums to the GRR:
- SSR, Special Supplementary Rules.

## **9.0 UPDATES TO RULES AND REGULATIONS**

- 9.11 Updates maybe made to the GRR and to the addendums without notification. They will be in effect after publishing on the Bondurant.com web site. Members will be given a reasonable time to comply with any updates.

## **10.00 ADDENDUM ON CHAMPIONSHIP RACE PROGRAM**

### **10.1 PROGRAM**

The Race Program is a driver championship program and all points are awarded to drivers.

The season points system is based on finishing position in each race.

Competitors that start the race but do not finish over one-half the laps of the First Place Finisher shall receive appearance points per line 6.0 below.

Points per race for the Feature Races shall be as follows:

- |     |   |                            |
|-----|---|----------------------------|
| 1.0 | First Place   | 100 points                 |
| 2.0 | Second  | 90                         |
| 3.0 | Third thru Sixth  | less 5 points per position |
| 4.0 | Seventh   | 69                         |
| 5.0 | Eighth thru last  | less 1-point per position  |
| 6.0 | 25 Appearance Points shall be awarded for drivers starting the race but not completing over 50% of the laps.  |                            |
| 7.0 | The season championship will be based on the total scheduled races minus 2 races. The drivers 2 lowest points races or up to 2 races missed will be deducted for the final championship points standings. |                            |

In case of tie at season end, the competitor with the most places of the highest position category between the tied competitors will be awarded the position. If more than two competitors tied, they will be ranked according to the tie breaker system above.

## **10.2 DRIVER REQUIREMENTS**

Drivers must hold a current ASA Racing Professional Race license or have completed the licensing requirements. The ASA, Bondurant and any required contingency patches must be visible on the chest area of their driver suit. The driver safety equipment must meet the requirements of the General Race Regulations (GRR)©.

## **10.3 CAR REQUIREMENTS**

The cars must be in compliance with the GRR and Car Class Rules including, but not limited to safety rules.

## **10.4 TRANSPONDERS**

All Race Group cars must have an operating transponder on the car for all practice sessions, qualifying sessions and races. This is to make sure that the transponders are working properly before qualifying. Cars without such will not be allowed on track during these sessions. The only exception to this rule is on extra practice only days such as Fridays.

If a car does not score during practice or qualifying, that car will be black-flagged and the driver informed so that they can fix the transponder problem. Anyone that does not have a score during qualifying must have an operating transponder on the car for the race and will start at the back of the grid. Transponders are available for sale or rent at registration. It is the responsibility of the driver to make sure that his transponder is installed and working.

## **10.5 REQUIRED DECALS AND UNIFORM PATCHES**

ASA and Bondurant decals must show on the front and both sides of the car.

Contingency sponsorship decals may be required for the class as well. Contingency awards will not be made unless the car is in compliance with all requirements of the contingency program.

Driver uniforms should have the ASA patch on the left side chest.

If a series patch is required, it shall also go on the left side.

Cars will be checked at grid for compliance. Cars not in compliance will not be scored during the races.

## **10.6 RADIO COMMUNICATIONS**

Driver and Crew radio communications are not allowed.

## **10.7 AWARDS**

Points will be awarded for each race during the weekend. Season Championship awards will be given at the end of the season.

## **10.0 ASA PERSONAL ACCIDENT INSURANCE FOR DRIVERS**



***We Build Champions***

### **IMPORTANT DETAILS - ASA Racing Insurance Plan for 2009**

Racing Speed Associates, L.L.C. dba ASA Racing\*\*, a leader in short track racing which includes all ASA Member Tracks and various ASA Racing Regional Series situated throughout the United States, has provided a special member benefit for ASA Racing licensed participants in the 2009 season. Insurance coverages will be provided by Chubb Insurance Company, one of the world's leading international insurance and financial services company and FKA Insurance,

ASA Racing has contracted for some of the broadest benefits available for participants in motorsports. The benefit plan provides coverage for covered medical expenses for an ASA member up to \$500,000.00. The excess coverage will become available after all other insurance is used.

The participant accident policy defines the coverages, provides the schedule of benefits and explains the policy's exclusions and limitations. The policy supersedes all other sources regarding the coverages and benefits. The policy's coverages are extended to currently licensed ASA Racing members in good standing and who are injured while participating in a Racing Speed Associates / ASA Racing sanctioned event.

The policy is written on excess basis. The policy's coverages apply when the ASA Racing member's other forms of insurance have been exhausted (for example, the member's health insurance). After the member's other insurance has paid, or if the member has no available insurance, the total benefit will be \$500,000.00, available in the following steps; \$50,000 participant accident policy, \$450,000 catastrophic medical coverage. Policy limitations may apply if multiple injuries occur in the same incident. In addition to the medical coverages described above, ASA Racing is proud to include Accidental Death Benefit and Dismemberment schedule from \$10,000 to \$20,000.

ASA Racing will continue to offer the unique Dental plan covering up to \$250 per tooth.

The 2009 racing season policy will include coverage for ASA members while traveling to and from an ASA sanctioned event. From the moment you leave your home traveling to an ASA sanctioned event until you return home, you will receive the same benefits while racing at the ASA event. While there are some restrictions to this program (for complete details, please see the press release at <http://www.asa-racing.com/story.asp?StoryID=7552>), this innovative program is the first of its kind for the Motorsports industry.

ASA Racing is a leader in short track racing and provides unequalled protection for the health and welfare of its licensed members. If you have questions and need additional information regarding these coverages, please contact Steve Sinclair at [Steve@fkainsurance.com](mailto:Steve@fkainsurance.com) or call him at 815-759-9269.

ASA Racing is proud to provide this coverage for its members participating at ASA Racing sanctioned events.

**\*\*Please Note:** "ASA Late Model Series", which is a separate entity from ASA Racing and Racing Speed Associates, L.L.C., is not included in the terms or coverage of this policy for 2009. Please contact "ASA Late Model Series" regarding any questions concerning any coverage's associated with the "ASA Late Model Series".

