

SWEET SPRINGS MOTORSPORTS COMPLEX (SSMC)

PURPOSE

The purpose of the organization is to promote without profit, interest in planning, construction, and racing of modified midgets (micro sprints), in all eligible sanctioned classes. To promote without prejudice or monetary profit, all members of any class of cars.

To promote a fraternal attitude among all members and to all persons engaged or interested in racing. To promote cooperation of all members, and interested persons for the purpose of improving racing, and racing conditions.

To assist members to better understand the principles upon which the organization is based. To assemble, distribute information and data of interest to all members and patrons in order to promote the advancement and protection of the sport of Modified Midget (Micro Sprint) Racing.

The Principle Organization address is:

P.O. Box 68, Sweet Springs, MO., 65351

Regular meetings conducted using parliamentary procedures. Election of officers will be held yearly at a time and place designated by elected board members: President, Vice-President, Secretary-Treasurer, and seven (7) board members. All elected officials will serve one (1) year term. Paid up members must make all nominations. The nominee must have been affiliated with the club for three (3) years.

The executive board president, vice-president, and secretary-treasurers are not allowed to vote unless the vote has resulted in a tie; the president's vote will be used to break the tie.

OPERATION

Sweet Springs Motorsports Complex is operated under club rules of the Mid Missouri Micro Midget Racing Association. All rules shall be passed by a majority vote of paid club members only. During racing season, May through September, business is to be conducted under the Board of Directors. No individual club officer, official, or member will be allowed to make a ruling without consent of the majority of the Board, unless their elected position allows them to do so, in a situation at the track that requires immediate attention.

Any promotions, publicity action, concession operations, track improvements, ground improvements, equipment improvements, or any items that raise a cost to the club shall not be allowed without the approval of the board.

Improvements and upkeep of the property grounds and equipment is the responsibility of the club members. If you are asked to help and are capable, you should always be willing to do your share. VOLUNTEER!!!

Mid Missouri Micro Midget Racing Association will operate Sweet Springs Motorsports Complex as long as it remains as a club. If disbandment occurs, the shareholders will take control as they are the primary owners of the property. The future of the facility would be at the discretion of the shareholders. No shares of stock can be claimed for expenses against the facility. The acting president froze sales of the shares when the mortgage for the property was paid in full. Original list of shareholders are primary owners. Release of share sales and price of shares may be made only by a vote of 2/3 majority of entire club.

PROCEDURES AND RULES

A. Membership and Voting Rights

You must have a club membership to have a right to vote on club matters.

Dues for voting membership only at the Sweet Springs Motorsports Complex are a\$25 annually.

Dues for drivers wishing to participate in the end-of-the-season points fund are \$50.

Drivers wanting to participate for end-of-the-season awards MUST become members on or before His/Her first race.

Regular club meetings will have a time limit of two (2) hours. If more time is needed then it shall be voted on by the club.

B. Pit Passes and Entry Fees

All car owners, drivers and crew members must purchase a pit pass and sign the register at the pit entrance gate before each M.M.M.M.R.A. program. Drivers are responsible for the proper registration and conduct of their crew.

Pit Passes must be worn visible throughout all racing programs until the event is officially over. Anyone found in the pit area without a pass will be removed.

General admission for all weekly events will be \$7 for 13 and up, \$5 for 6-12, free for 5 and under.

General admission for special events will be \$15 for 13 and up, \$10 for 6-12, free for 5 and under.

Pit Pass fees for weekly shows:

-Member: car and driver \$25, additional car \$20

-Non-member: Car and driver \$30, additional car \$20

-Regular Pit-pass: \$15

Spectator Season passes can be purchased for \$75, good for all racing events held throughout the year.

Reserved pit parking with electricity is \$100, without electricity \$50 annually and must be renewed by the February meeting. Parking holders may allow others to use his or her space by signing a written consent.

C. Race Program Procedure

Events will be conducted under the rules outlined in the M.M.M.M.R.A. and S.S.M.S.C. Rule book.

All drivers must attend the drivers meeting held before each weekly event. The purpose of the drivers meeting is to explain the race procedures for that night's events, flag signals and so on.

All cars that run in the Feature Race must have participated in, or attempted to start, a least one (1) other racing event in that class.

Cars will assemble on the entrance ramp in race ready order. Any late car will have only one (1) lap to enter the track and tag rear of field. No cars will be allowed to enter the track after the green flag has been displayed. Each driver must be ready when his/her class is called. If not ready he/she will tag rear of field.

In the event a car drops out after entering the racetrack, cars in the same row as the one that dropped will move forward. For example, if a car on the inside row drops out, only the inside row cars will move forward. This is for double file starts only. Any other restarts will be in single file.

Heat races will be determined by drawing a number at sign-in. Every effort will be made to keep the maximum number of cars in a heat race to 10.

The top 20 in heat points will qualify for A-Feature and will inverted based on a draw at intermission (Full Field, ½ Field or none). The remaining 4 spots will be filled from the B-Main in their finish order.

Heat races will be 10 laps (Jr. 8), and the A-mains will be 30 laps (Jr. 20 or 20 minutes, whichever comes first).

A-Main laps can be reduced based on car count.

B-Main laps will be at the discretion of the referee, but no more than 20 laps.

All starts will be rolling starts between turns three (3) and four (4).

Nose-to-tail single file restarts, flagman and referee will be the only ones to make a restart decision on cars that jump. There will be a cone used for these restarts, any car that hits the cone or goes inside the cone will cause a yellow flag and be sent to the rear of the field.

In the event of a RED FLAG, the ambulance will enter the track. Drivers must provide a clear path for the ambulance. The track referee (with a second from the infield Steward may waive off the ambulance at their discretion.)

The top 5 feature finishers in each class may be impounded following the A-main for technical inspection.

The only persons allowed in tech area are the driver of the car and one (1) crew member of that car.

No radio communications are allowed between the driver & the pits.

Race Payout will be by Check or Direct Deposit. Checks will be mailed.

D. Point System

You must have 10 weekly races in order to qualify for the end-of-the-year point fund.

Only the top 13 weekly shows will be counted toward the driver's yearly total.

If a driver is disqualified from the main event, all points accumulated for that night will be lost.

A DQ (Tech Violation) can not be used in the yearly points total.

POINT DISTRIBUTION SYSTEM

MAIN EVENTS & HEAT RACES

A- Main:		Heats:
1 st – 70 pts	13 th – 42	1 st – 10 pts
2 nd – 66	14 th – 40	2 nd – 9
3 rd – 64	15 th – 38	3 rd – 8
4 th – 62	16 th – 36	4 th – 7
5 th – 60	17 th – 34	5 th – 6
6 th – 58	18 th – 32	6 th – 5
7 th – 56	19 th – 30	7 th – 4
8 th – 54	20 th – 30	8 th – 3
9 th – 52	21 st – 30	9 th – 2
10 th – 50	22 nd – 30	10 th – 1
11 th – 48	23 rd – 30	
12 th – 46	24 th – 30	

Drivers will also receive 1.1 point per position gained in the heat race.

(Ties will be broken by the number drawn at sign-in.)

Drivers will also receive 1 point per position gained in the A- Main

E. Safety & Conduct

Children are allowed in the pit area but parents must fill out insurance and waiver release and must be notarized before the child is allowed entrance. These forms are available in the sign in shack. All drivers under the age of 18 must have a valid birth certificate copy at the time of registration. A parent and/or legal guardian must accompany minors in the pit area.

Proper conduct is expected of all people in and around the track and pit area. Any person, driver, crew or otherwise continually harassing an official or other patrons will be removed from the premises.

No verbal confrontations allowed.

Any obscene gestures from drivers or members of pit crews to anyone will result in a four (4) week suspension and second offense will result in one (1) year suspension from S.S.M.S.C. Zero Tolerance Rule.

Paybacks will result in a disqualification by the referee. There will be Zero Tolerance on and off the race track.

F. Track Rules and Interpretation

All competitors will be required to follow all rules set down by officials.

Drivers are responsible for the actions of the persons in their pit area, including, but not limited to, parents, pit crews and guests.

Absolutely NO ALCOHOL shall be consumed in the pit area during a race event.

The Board of Directors shall, if requested, interpret any procedure or rule herein. Questions concerning the meaning of these rules shall be directed to the Board of Directors.

The Board of Directors will determine track preparations. Anyone complaining about track preparation may be disqualified for the night's event.

Anyone serving a suspension will not be allowed to participate or serve in any capacity at the facility.

ATV & Pit Vehicle Use

1. Race track insurance does not cover ATV accidents.
2. Registration can be revoked at any time due to misconduct.
3. All ATV's will be used for race related activity only.
4. No one under 16 years will operate the ATV.
5. No riders allowed on ATV's.
6. Only one ATV allowed per registered car.
7. After all races, all ATV's must be put away.
8. 10 MPH SPEED LIMIT!!
9. No tolerance – you will be requested to put ATV away immediately.
10. No scooters, or skate boards.
11. Rules apply to the ATV (not the rider)

***** The Sheriff will be called and you will be removed from the property if ATV rules are not followed.

G. Club Notes

Members of the Mid Missouri Micro Midget Racing Association (MMMMRA) support Sweet Springs Motorsports Complex (SSMC). Members are encouraged to participate through club meetings, work days and club sponsored fundraisers.

Track billboards are available for a first year fee of \$250 and an annual renewal fee of \$125.

Minor racing members may be refused permission to compete in a race where a contract or state law prohibits minors from competing on the premises. M.M.M.M.R.A. will set the minimum age for their track subject to state law and insurance carrier. A person will be signed in on a car pit crew. Car's owners or driver will be responsible for such persons. Before a Racing Membership can be granted, all applicants under age 21 (subject to individual state laws), must have notarized signatures of both parents or guardians. In addition, a registered/certified copy of birth certificate must accompany all new applications for this age group.

Any proven false statements made on any document issued to, or concerning the M.M.M.M.R.A. by any member, shall draw penalties as the Board of Directors may deem proper.

Female drivers will not be allowed to participate in sanctioned competition while they are pregnant. Any female driver who knowingly competes in an M.M.M.M.R.A. race while pregnant will automatically be disqualified from participating in M.M.M.M.R.A. insurance benefits.

H. Rule Change Procedure

A Rules Committee will be appointed to a 1 year term by the Board of Directors. The committee will be comprised of board appointed "Class Representatives", one from each class, and the board.

Rule proposals from the general club membership must be submitted to the committee no later than August 1 (maximum 2 rule proposals per club member). Proposals should be clearly printed or typed on the Rule Proposal Form available from the club Secretary and posted on the SSMC website.

The Rules Committee will consolidate the proposals and meet on or before October 1 to validate, review, edit, discuss and vote on all valid proposals ("Class Representatives" should meet with their class racers to discuss the proposals prior to submitting to the committee). Rules proposals deemed worthy by committee vote will be presented to the general membership by the committee chairman for discussion. The results of the Rules Committee vote will not be final, as the Board of Directors will meet with the committee on or before November 1 to achieve a final ruling on any and all proposals.

The Board of Directors may take immediate action on "Emergency Rules Situations" without a Rule Proposal if such an emergency is deemed necessary to the interest and welfare of the club.

COMPETITION RULINGS

Switching of drivers after Heat Race must be reported to judges in charge of scoring. Any driver not doing so will be disqualified for the event.

Finish positions will be determined in the order by which the cars complete the scheduled distance of the race. The end of a race will be official when the lead car receives the Checkered Flag, regardless of how many laps the following cars have completed. Spins or tangles by remaining cars after the Checkered Flag falls and able to finish the race will hold their positions and be scored in the order they cross the start/finish line. Cars un-able to restart will be scored by number of laps competed.

There will be no working on cars on the track surface. Repairs can be made on the infield by the driver and fellow racers from that race only. During feature events, 1 crewman per race car is allowed in the infield. Repairs can be made on the infield in the designated area(s) by drivers and/or pitman.

Wings, if required by class rules, will be mandatory to enter the night's event. Only exception will be in case of a rollover, car can finish the night without a wing if a backup is not available. It is recommended for top wings to be pinned for easy removal in case of driver injury.

Cars re-entering the race from the infield must do so on the front or backstretch. They must have all four tires on the racing surface before the start/finish line to be scored for that lap. Cars must be started and running in the infield before entering the track area. The Infield Steward will govern all re-entries. The race must not be allowed to continue as long as a car is dead on the track. Cars that leave the track and enter the pits will not be allowed to continue the race. When a car enters the track surface for a race, it may not go back to the pits and re-enter again for that race.

The Car on the pole shall set a pace as determined by the Flagman's signals for the start of an event. All cars will dress by it. Jumping the start will result in a 1 row penalty to the offending driver.

Original starts will be green flagged, by the Flagman if the field is in order, coming out of the fourth turn. Re-starts will be green flagged by the flagman, if the field is in order, midway (1/2 way) between turns three and four. Passing will be permitted once past the orange cone on the track when the green flag is displayed.

Each driver must be ready when his/her event is called. If not ready, he/she is out of that event.

Spins or tangles occurring in the first lap in any event will call for a new start. Cars dead on the track will restart in the rear in the order they were running.

From the start of a race to the Checkered Flag, the referee controls the event. All drivers must watch and obey the flagmen.

All starts will be flying starts unless specified otherwise.

No refund allowed after sign in without board approval.

When entering or leaving pit, Driver must use due caution!

For foul driving, intentionally cutting the mark, unnecessary bumping, crowding, chopping, banking, charging corners, jumping the start or rough driving, the driver will be given the Black Flag and may be subject to a fine or suspension from racing.

On arrival at the track, signing in must be the first thing done to insure proper insurance coverage.

All cars must cross the finish line under their own power.

SAFETY REGULATIONS

The ambulance or emergency vehicle must be present before any cars are allowed on the track.

At least two (2) fire extinguishers (Purple K) must be within the confines of the track during testing periods and racing. Two (2) additional fire extinguishers will be made available in the pits. One (1) fire extinguisher will be in the authorized push vehicle at all times.

It has been found that in high impact accidents it is possible for the shoulder harness to bend the seat forward. Because of this, it is mandatory to install a cross brace back to the seat to support the shoulder harness. (See Figure 3 at end of Rule Book)

Any car that upsets or rolls over on its side may be allowed to continue at Referee's decision. Any driver requiring medical attention as a result of an accident while participating in a Race meet must obtain a written release from the attending physician before being allowed to race again.

Any driver involved in an accident and, in the opinion of the Referee it is unadvisable for him/her to continue, that driver may be disqualified for the balance of the Race event.

TECH RULES, VIOLATIONS & PENALTIES

Tech inspection may be done at any weekly race by the referee's decision, or by individual protest. Penalties will be as follows:

Class A Violation: Car setup, Weight.

Loss of points that race meet only.

Class B Violation: Engine, Fuel, Performance

Penalties for anyone caught cheating (engine, fuel, ignitions, or performance) will be as follows:

1st Offense or First Refusal: \$250 fine and loss of all points for the season up to that day.

2nd Offense or Second Refusal: \$500 fine and loss of all points for the season up to that day.

3rd Offense or Third Refusal: \$1000 fine and loss of all points for the season up to that day.

Payment of fines must be made in full before the car, driver or owner can compete in any activities.

Fees from all fines will be placed in the club general fund.

PROTESTS

Protests must be submitted in written form within 30 minutes of the posted finish of the last event for technical infractions.

Any technical protest, including fuel, a \$150 fee will be paid by the protesting party. If the protesting party wins their protest, they will get \$120 back. If they lose, \$120 goes to the protested party. The Official Inspector involved will be paid \$30 of the protest fee.

Penalties resulting from a protest will be as outlined in Tech Rules, Violations & Penalties section.

FLAG SIGNALS

Flag signals to be used in sanctioned Races.

THE FLAGS OR LIGHTS ARE OFFICIAL AT ANY POINT DISPLAYED.

GREEN: Starting the Race.

YELLOW: Caution.

No passing. **DO NOT RACE BACK TO THE STARTING LINE ON A YELLOW FLAG CONDITION.** Slow to parade speed immediately, hold your position and line up single file with space to allow track officials to re-order cars as necessary. **All cars dead on the track will restart in the rear in the order they were running. Car or cars that start the reason for the yellow flag will also go to the rear and be placed in the last starting position for causing the yellow flag.** There will be no working on cars on the track surface. Any car with more than 2 unassisted Yellow Flags will be eliminated from the remainder of the race. Finish position will be given according to the number of laps completed. Any car that stops on the track surface (unless directed to do so by a track official) will go to the rear of field.

RED: Stop at Once.

Any accident occurring after the first lap has been completed and it is necessary to stop the race, the cars will be re-started in the order they finished the lap previous to the accident in single file. All cars dead on the track will restart in the rear in the order they were running if the Safety Steward considers the cars safe to start. If the race has gone 2/3 or more and in the opinion of the Referee it is unsafe or unwise to continue, positions will be awarded in the order that the cars would have been restarted.

WHITE: One lap to finish.

BLACK: Report to infield immediately.

CHECKERED: Race is complete and final.

Violation of any flag signal will bring a disqualification.

Warning lights are to be considered the same as a yellow flag.

A flagman or light must be on the backstretch to display a Red or Yellow Flag condition.

Wing must be within these boundary's.

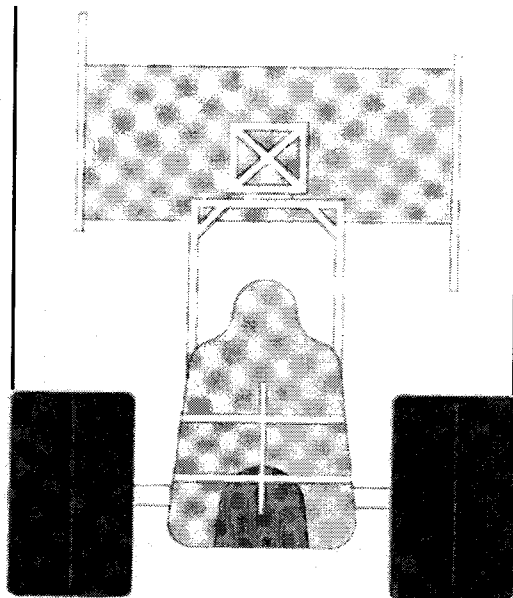


Figure 1

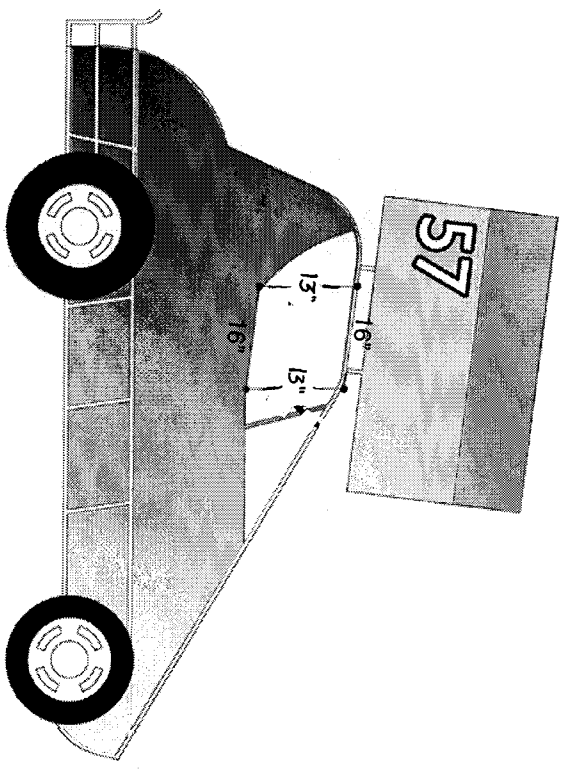


Figure 2

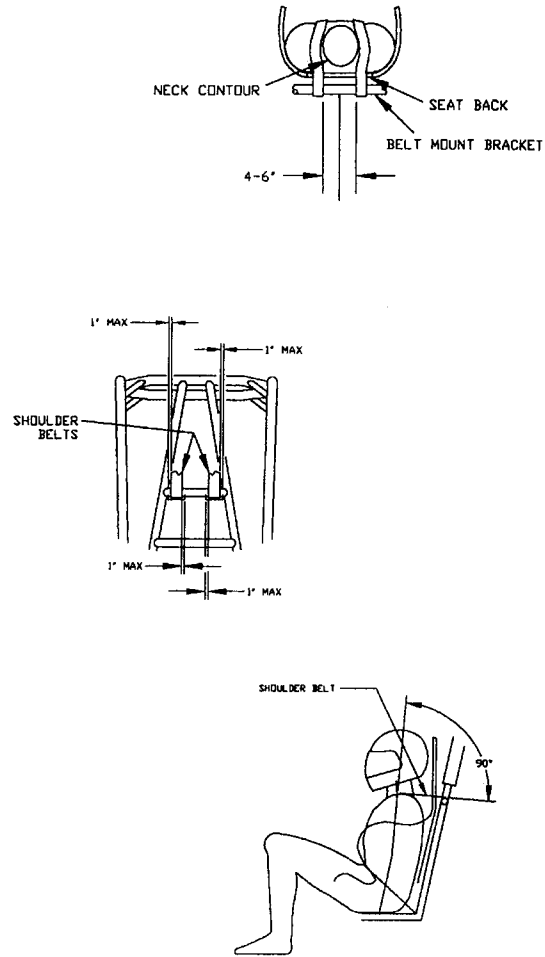


Figure 3