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2010 Champion - Dan Knott - Sandpoint, ID  
2nd Place (right) - Kahlen Koch - Post Falls, ID  
3rd Place (left) - Greg Monk - Florence, MT

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**...\$995.00** per weekend

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Includes all 14 races over 6 weekends and a chance to win the Championship...

**Only...\$6500.00**

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- includes one double header event.

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# Competitive Edge Race Series 2011 Rules and Regulations



**Congratulations to**  
**2011 Champion / Dan Knott – Sandpoint, ID**  
3<sup>rd</sup> Place / Greg Monk – Florence, MT      2<sup>nd</sup> Place / Kahlen Koch – Post Falls, ID

# Competitive Edge Race Series 2011 Rules and Regulations

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# Competitive Edge Race Series

## 2011 Rules and Regulations

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### SECTION I

#### Programs

##### ***Racing 303      \$549.00***

The One-Day program is offered at State Line Speedway in Post Falls, ID and is the minimum program requirement to participate in "Practice Sessions" or "Race Series" events. After a 2 - hour technical classroom discussion you will strap into the race cars to refine the skills that were taught in the class. Techniques such as trail braking, understeer & oversteer, as well as being smooth and maintaining balance. Learn the difference between the racing line and qualifying line around the track. With (75) laps you will have ample seat time in one of our race prepared Chevrolet V-8 Monte Carlo Late Model stock cars. Coupled with the coaching from our instructors between each one of the three on - track sessions, our staff will critique your progression and assist you to make improvements.

##### ***Competition Racing      \$949.00***

This Two-Day program is offered only at Stateline Speedway. The first day of the program is similar to the "Racing 303" program with an extra emphasis on getting you up to speed.

The second day will also begin with another classroom session and a debriefing from the first days on - track activities. The classroom then focuses on braking, passing, qualifying, and green flag starts. In addition to extensive driving sessions, track time will also be spent in exercises such as learning the different aspects of recognizing, setting up, and completing the pass as well as how to get up to the front from the start by practicing green flag starts from different positions. The Competition Racing program is designed for anybody who wants to learn how to drive competitively, and "At Speed".

##### ***Practice Sessions    25 laps = \$129 / 50 laps = \$229 / 75 laps = \$329.00***

Practice Sessions are available the Friday before a "Race Series" weekend or after a regularly scheduled racing school. They are open to anyone participating in the "Race Weekend" or anyone desiring additional seat time on a space available basis. You **MUST** pre-register for any Practice Sessions in advance. If you just show up for a Practice Session without pre-registering you will only be accommodated if time and space allows. Practice Sessions are divided by the amount of laps or "On-Track Sessions". Each "Session" will consist of 25-laps with open passing. A full day program will consist of (three) open passing sessions for a total of 75 laps. Practice Sessions also include available feedback from the instructors.

##### ***Race Series Weekend    \$995.00 (75 laps of practice sessions, qualifying, and (2) 25-lap races)***

##### ***Championship Race Series      \$6500 if registered by April 1<sup>st</sup>, 2011 (All 6 weekends – 14 races)***

The Competitive Edge Race Series is the only private "arrive and drive" stock car racing series program in the country. The weekend consists of (2) 25-lap "Practice Sessions" prior to a 2-lap "Qualifying" attempt to set the field for Sunday's races. Race Day will begin with (1) 25 lap "Practice Session" followed by a 25-lap Heat Race and a 25-lap Main Event Race. A 5-lap warm up session is also available prior to each race. The Competitive Edge instructors will be available for feedback and coaching during the event to help further develop the driver's skills.

## **Eligibility & Requirements**

To participate in any of the "**Competitive Edge Racing School**" programs you must at time of enrollment;

- a. Be a minimum of 18 years of age. (16 -17 will be allowed upon approval - call for details)
- b. Have a valid driver's license.

To participate in "**Practice Sessions**" you **MUST PRE-REGISTER** and have;

- a. Graduated from the Competitive Edge Racing School "Racing 303" **or** "Competition Racing" program or the "Test of the Best" - Driver's Search Event.
- b. Graduated from another accredited professional racing school.  
(submit credentials)
- c. Prior racing experience. (submit credentials)
- d. Complete the Competitive Edge "Driver Acknowledgement Agreement".  
*(It is recommended that you provide a copy of a current physical Examination in the event for the need of medical attention.)*

To participate in the "**Race Series**" you must have;

- a. Graduated from the Competitive Edge Racing School "Racing 303" program with (3) 25-lap "Practice Sessions" **or** Graduated from the Competitive Edge Racing School "Competition Racing" course or "Test of the Best" event with (2) 25-lap "Practice Sessions".
- b. Graduated from another accredited professional racing school with (3) 25-lap "Practice Sessions"  
(submit credentials)
- c. Prior racing experience with (3) 25-lap "Practice Sessions".  
(submit credentials)
- d. Complete Competitive Edge "Driver Acknowledgement Agreement".  
*(It is recommended that you provide a copy of a current physical examination in the event for the need of medical attention.)*

## **Payment of Program Fees**

Pre registration with pre-payment is required to guarantee your seat in the event however, a driver who wishes to participate and arrives at the track, will be able to register at the event if space is available. Participation in the event is deemed rendered if the driver has completed one lap and full payment for the services is due. Since payment processing is not immediately available at the track, declined credit cards and or NSF Checks will carry a \$25 insufficient funds penalty plus interest at the rate of 25% per month until paid in full and may also require an impound of personal equipment as collateral. Any driver that purchases the full complete series at the discounted price by making a deposit, and then misses a race with non-payment, will then be considered in violation of the contracted price and will be billed at the per/weekend rate, retroactive to the beginning of the season.

## **SECTION II**

### **Safety Equipment Requirements**

The Competitive Edge Racing School and Race Series programs involve high speeds and driving in traffic situations with drivers of varying experience, ability, and speed. Although Competitive Edge has a safety record that is outstanding; racing can be a dangerous activity, which can result in serious or fatal injuries. The following is a list of safety equipment required to participate in either "Practice Days" or "Race Series" activities.

**IT IS EACH DRIVERS RESPONSIBILITY TO FURNISH AND WEAR COMPLIANT EQUIPMENT  
AT ALL TIMES. NO EQUIPMENT COMPLIANCE INSPECTIONS WILL BE PERFORMED.**

It is recommended that each driver furnishes his/her own equipment however, Competitive Edge Racing School equipment may be available to rent with an equipment rental reservation agreement. Contact your customer service representative to reserve rental usage.

#### **1. Helmet**

**Required** - A Snell 2005SA rating. **Recommended**; A Snell 2005SA rating, Nomex lined, full face with impact resistant shield. (have clear and tinted with you). *It is strongly recommended that the back of each drivers helmet be labeled as follows, name, date of birth, blood type, allergies, date of last tetanus immunization and any other pertinent medical history (i.e., diabetes, etc.)*

#### **2. Driving Suit**

**Required** – One-piece suit covering the body from the ankles to the neck made of a minimum one layer of fire resistant material such as; Nomex or equivalent material. PROBAN OR POLY COTTON material is NOT recommended. **Recommended**; A multi layer (2 or more layers), Nomex or equivalent, one piece driving suits with underwear made of similar material.

#### **3. Gloves**

**Required** - Gloves made of leather, fire resistant material, or "mechanics" gloves (i.e., "Ringers Resource" or "Mechanix") **Recommended**; gloves made of Nomex or equivalent fire resistant material.

#### **4. Shoes**

**Required** - Shoes with uppers made of leather and/or nonflammable material (i.e., leather tennis shoes). Nylon shoes are not acceptable. **Recommended**; shoes made of Nomex or equivalent fire resistant material.

#### **5. Head Sock (balaclava)**

**Required** - A head sock is required if you are using an open-faced or nylon lined helmet or a helmet not lined with Nomex or equivalent fire resistant material. **Recommended**; for all drivers and any driver with a beard or mustache or hair protruding from beneath the helmet.

#### **6. Recommended Equipment**

The following items are strongly **Recommended**.

**Head Restraint** - Hans Device, Hutchens or Security Race Products devices for head and neck restraint.

**Socks** - Made of Nomex or equivalent fire resistant material.

**Neck Collar** - Highly recommended

**Seat Padding** - For those who wish to customize their seating, please bring your own foam padding.

## SECTION III

### Race Series Weekend Format and Rules

#### 1. Schedule

This schedule is Tentative and May Change from time to time.

- a. Friday - Optional Practice See Schedule Practice Times  
(See Programs on pg.2 for pricing and Practice laps)  
Registration & Driver's Meeting 30 minutes prior to Practice Time  
(It is recommended that you arrive no-later than 1 hour before the scheduled practice times.)
- b. Saturday - Registration 7:30am  
Driver's Meeting 8:00am – 8:30am  
Practice (2) 25 lap 8:30am – 10:15am (all groups)  
Qualifying 10:30am – 11:00am (all groups)
- c. Sunday - Driver's Meeting 8:30am – 9:00am  
Practice (1) 25 lap 9:00am – 10:00am (all groups)  
Heat Race 1 10:15am – 12:00pm (all groups)  
5 lap Warm Up for all groups prior to race 1  
Main Event Race 2 12:30pm – 3:00pm (all groups)  
5 lap Warm Up for all groups prior to race 1  
Trophy Presentation & Awards Ceremony

#### **\*Memorial Race and/ or Dash for Cash** (see below)

*\*Memorial Races and/or Dash for Cash Races may be run at the end of the race weekends, time and equipment permitting. These races are generally 25 laps in length and are preceded by a warm-up session. These races are additional races performed at a cost of \$250 per driver and sometimes will include a guest (qualified or staff) driver at the discretion of the Race Director. All rules and liability of the weekend will apply.*

#### 2. Rain Outs

In the event of a rain out we will make every attempt to schedule and perform all missed track time however, the event may be shortened in-order to complete.

- a. If Saturday's practice and qualifying are both rained out Sunday will commence with a shortened practice then 1 lap qualifying session with shortened races.
- b. If only Saturday's qualifying is rained out then Sunday will commence with 1 lap qualifying and possibly shortened races.
- c. If the Sunday's races are rained out after the completion of the Heat Races, the event will be considered completed since the event reached the halfway point. Any race that is halted by rain and has reached the halfway point of the scheduled laps, will also be considered a completed race.
- d. In the event that Sunday's races, or the entire event is rained out, the event will be attempted to be re-scheduled, and the next event will become a double header however, at the discretion of the Race Director, only half of the event may be made up. In the event that the rainout happens on the last race of the season, the season will be considered completed, regardless of the amount of the event or laps actually run. There will NOT be any refunds or partial refunds if a driver is not able to attend the re-scheduled event, or in the event that the weekend is considered completed.

### 3. Track Rules

- a. Everyone entering the pit area will need to sign the release form at registration and wear a provided wristband or hand stamp at all times.
- b. Persons under the age of 18 will only be allowed into the pit area with a signed Minor's Release by both legal parents. No exceptions.
- c. No personal vehicles will be allowed into the pit area. All personal vehicles will need to be parked in the main parking lot or designated area.
- d. No personal bicycles, ATV's, or motorcycles will be allowed in the pit area.
- e. At the drivers meeting a designated safe wall will be determined. Everyone must stay behind the safe wall. No one will enter the racetrack or cross the racetrack with vehicles on the racing surface. Those persons wishing to cross the racetrack will do so when approved for crossing by the flag stand official.

### 4. Practice Sessions

- a. Each driver is required to participate in at least one practice session as long as they have met the Eligibility Requirements in Section I. If a Driver is late to the Saturday Morning Driver's Meeting the driver will then forfeit one full practice session and will also receive only 1 lap for qualifying. If a driver misses the Saturday Practice Sessions and Qualifying entirely, the driver may still participate and will start at the tail end of the field as a DNQ (Did Not Qualify).
- b. Each driver will be eligible for (2) 25-lap practice sessions before qualifying with coaching available. Only 5 minutes will be allotted for driver changes. It is the driver's responsibility to make seat adjustments and to be ready when the track goes green for practice. There will be NO make up for loss practice time.
- c. When available, a driver may pit to switch cars in order to drive two different race cars during practice.

### 5. Car Selection

- a. All of the racecars have adjustable seats and should fit most participants. In the event the Race Director and/or the Crew Chief determine an unsafe condition to the size of the driver and/or the fit of the seat the Race Director and/or the Crew Chief may assign a driver a specific car for the event.
- b. The Race Director and Crew Chief, at their discretion will designate the "racecars" and the "back-up" cars, prior to qualifying.
- c. Upon completion of the practice sessions, the driver leading in the points will draw for the cars that will be used in qualifying. The first car drawn will be the odd group car and the second car drawn will be the even group car. Each driver will then draw numbers to determine their starting order with odd numbers driving the odd group car and even numbers driving the even group car. If a participant draws for a car that will not accommodate the driver in a safe and/or comfortable manner, the Race Director and/or Crew Chief may move the driver to a different car.
- d. The starting grid order and assignment of the cars will be determined by a drawing conducted by the "Fast Time" recipient for the weekend. Once the cars have been assigned to the grid and an invert has been drawn, the car that has been drawn to your starting position will become your car for the entire event. If you finish your Heat Race in a transfer position you will then trade cars for the Main Event. Drivers competing in different race groups that are assigned to the same race

car, are expected to work together as a “Team” to take care of the race car and preserve its competitiveness for the next driver. If it is determined by the Race Director that a driver was excessively abusive to the race car’s brakes, tires, etc. making the cars performance, or its equalness to the remaining field, less competitive, the driver may receive a points and /or financial penalty from the Race Director.

## **6. Qualifying**

- a. Each competitor will complete a two lap qualifying session unless penalized for a rules infraction. The fastest recorded lap, of the two laps, will be posted as the qualifying time for the weekend.
- b. Qualifying laps will be timed. Once the green flag has been received and the driver has passed the start / finish line, the 1st lap of the qualifying attempt has begun. Upon completion of lap 1 the white flag will be displayed signifying the start of the 2nd lap. Upon completion of the 2nd lap the checkered flag will be displayed signifying the completion of the qualifying attempt. If the driver encounters an off track incident or spin, the driver will complete the lap or laps completing his/her qualifying attempt and posting a qualifying time. Upon receiving the checkered flag the driver will then drop to the inside lane of the racetrack and exit onto pit road per instructions at the driver's meeting. If the driver makes any contact with the wall or any other obstruction the driver will immediately pit forfeiting his/her qualifying time.
- c. If the driver fails to exit the racetrack promptly or per the instructions at the drivers meeting, the driver will be penalized by having the qualifying times thrown out. The driver's qualifying time will then be posted as the average of the two lap attempts.
- d. The competitor posting the fastest overall lap time, after all competitors have completed their qualifying session, will be rewarded with "Fast Time" and will receive (2) Championship points. The “Fast Time” recipient will be responsible for all random drawings.
- e. In the event of a timing error, the competitor will be able to re-perform any laps that were missed. If Timing and Scoring was only able to record one of the lap attempts, regardless of which lap was missed, the competitor will only receive one “make up” lap.
- f. If two drivers qualify with the same identical qualifying time the first competitor to post the time will receive the qualifying time and the second competitor will post a time that adds 1/1000 of a second to the time breaking the tie.

## **7. Starting Grids**

- a. The amount of cars to be run in each race, as a full field, will be determined prior to the event's qualifying session. The determination of field size is at the sole discretion of the Race Director.
- b. Qualifying times will determine the starting grid positions for the first set of races called the “Heat Races”. Upon completion of qualifying the “Fast Time” recipient will draw for an invert of 1,3,4,5 depending on full field size. The invert will then apply to all race groups for the first set of races.
- c. The finishing order of the first set of races will determine the starting grid positions for the second set of races called the “Main Events”, which will be gridded straight up. The driver that finishes first in Race Group B will move up and switch positions with the last place finisher in Race Group A. This process will then repeat for all groups. This rule is to provide for the driver that may have a poor qualifying session but is capable of running with the next fastest race group and also to keep from a driver repeatedly finishing in a non-podium position.

- d. Odd numbered starting positions will be gridded to the inside of the racetrack. All even numbered starting positions will be gridded to the outside of the racetrack.
- e. In the event a driver drops out of the race before the green flag, or a driver relinquishes his/her starting position, wishing instead to start in the rear of the field; the entire row will move up. Grid positions will not crisscross.
- f. If a driver is late or fails to attend the Sunday morning driver's meeting, the driver's qualifying time will be thrown out and declared a DNQ (did not qualify). The driver will then relinquish the qualified starting position and will be moved to the last starting position of the entire weekend's grid.
- g. The "Race Director" at his sole discretion may alter full field sizes if in the opinion of the race director that an unsafe condition may occur.

## 8. Race Format

- a. Each race will consist of at least (5) warm-up laps, (2) yellow flag pace laps and (25) green flag laps, yellow flag caution laps will not count.
- b. Once a driver is buckled into the car and the engine has been fired, the racecar becomes the driver's car for the session. In the event that a driver suffers a mechanical failure before a race the driver may be moved to an available back-up car. If a driver suffers a mechanical failure during a race in which the failure was purely not the fault of the driver, an attempt will be made to repair the car and return the driver to the race. If the repairs are made under a yellow flag condition the driver will return to the race at the rear of the field for the restart on the current lap. If the repairs are made under green flag conditions the driver will return to the race on the lap where he/she pitted. If the Crew Chief, at his discretion, determines that the mechanical failure cannot be repaired in a timely manner, the driver will receive a Mechanical Did Not Finish (MDNF) for his/her race. The driver will receive the points in accordance with a last place finish for the race group. The Race Director at his discretion, for a not at fault (MDNF), may enter the driver in a "make-up" race in a future event or race group to make up for potential loss track time. No points will be awarded for the make-up race.  
*(A flat tire will not be considered a mechanical failure, but purely poor racing luck.)*
- c. If you are involved in a "Driver Error", "At Fault", or "That's Racing" (*see damage liability section*) incident during the warm-up or pace laps before a race, we will attempt to repair your car in order for you to continue. It is the sole discretion of the Crew Chief to determine if the car is capable of returning. A back up car may be opted for, when available, at an additional fee. If you are involved in an incident and deemed "Not at Fault", (*see damage liability section*) an attempt to repair your car will also be made in order for you to continue or a back up car will be made available at **no** additional fee. In either case the driver will relinquish the starting position and grid at the rear of the field for his/her Race Group.
- d. If you are involved in a "Driver Error", "At Fault", or "That's Racing" (*see damage liability section*) incident during the race, we will attempt to repair your car in order for you to continue in the race. Damage that is considered to be cosmetic, non-structural or simply a change of tires in order to continue will be repaired. Repairs that are considered to be "Behind the Wall" will not be performed and the driver will be credited with a Did Not Finish (DNF). The decision to make the repairs is at the sole discretion of the Crew Chief. If the accident occurs in the driver's first race of the weekend, and the car is determined to be non-repairable at the racetrack, then the driver will receive a (DNF) for both of the scheduled races even if the second race is re-scheduled for any reason.

- e. A driver that receives a Did Not Finish (DNF) due to an accident regardless of “Fault” or “That’s Racing” will receive the points in accordance with the last place finish after completion of all of the race groups. If two cars are involved in the accident and both are determined to be (DNF) we will revert back to the last completed lap for the finishing order of the two cars to determine who would finish last. If a driver in the A Group and a driver in the B Group both receive separate (DNF’S) then the A Group driver will be given the higher finishing position.
- f. The Race Director, at his discretion, may call and stop a race short of the scheduled laps if the race group has had several stoppages, restarts, or incidents. A race may also be shortened if it is determined that the race is taking up more than the allotted time or where the race participant’s aggression is potentially endangering the race cars or other driver’s.

## 9. Starts & Restarts

- a. The initial green flag start will be gridded double file with at least two yellow flag pace laps behind the pace car before receiving the green flag.
- b. The flag stand official will denote one lap to go by holding one finger in the air and the pace car will confirm by turning off the flasher lights. The pace car will set the pace and exit the racing surface on to pit road in turn four.
- c. The driver on the pole has the responsibility to bring the field to the green flag. Once the pace car has left the racing surface, the pole position must maintain the pace of the pace car until the green flag is displayed. ***NO Jack Rabbit Starts or Brake Checking.*** It is the responsibility of the pole position to bring the field to the green flag in, two by two, order. If the outside pole position beats the pole sitter to the start finish line, the start may be reviewed by the Starter and the Race Director to determine if the outside pole position may have jumped the start. A driver who has been determined to have jumped the start may be put to the rear of the field for a restart or receive a black flag penalty.
- d. All starts and restarts must be performed in fourth gear. **NO SHIFTING.** If a driver starts or restarts a race in a lower gear he/she will be assessed a black flag penalty.
- e. You must remain double file nose to tail, remaining in your row in grid order, until the green flag has been displayed. No passing or improving your position may take place until you have crossed the start/finish line or you will be assessed a black-flag penalty.
- f. In the event that the Starter or the Race Director aborts the start, the green flag will be displayed and then the yellow flag will be brought out on the back stretch stopping the race. The race will then be re-started. If a second aborted start is required the driver committing the offense, causing the aborted starts, will be sent to the back of the grid and the entire row will then move up.
- g. If a race is stopped before the completion of one lap, there will be a complete restart. The driver(s) causing the stoppage will be placed to the rear of the field. If any driver is causing a delay in the start of the race, it will be the Starter or Race Director's discretion as to the grid placement of the driver.
- h. Restarts after the first completed lap will be single file. Drivers are to remain single file, nose to tail, until the green flag has been displayed. No passing or improving your position may take place until the green flag has been displayed. Passing may take place prior to the start/finish line on the outside lane only.

## 10. Penalties

In certain situations a driver may do something in the car which is either unsafe, unsportsmanlike, or creates an unfair advantage over one or all of the other competitors. A driver may be penalized for these situations at the discretion of the Race Director and Race Officials. To encourage participants to drive within their means, and for the series to be safe and sportsmanlike, we require the drivers to follow these rules.

- a. **Two Wheels Off** Any driver who puts two wheels off of the pavement or racing surface during a "Practice Session", "Qualifying Session", or "Race" is not required to make a pit stop and may continue at their own risk of damage including but not limited to engine damage, if the oil pan is damaged or leaking, or encountering a flat tire.
- b. **Four Wheels Off** Any driver who puts four wheels off of the pavement or racing surface during a "Practice Session", "Qualifying Session", or "Race" will be required to make a pit stop immediately for a safety check for possible damage. This includes driving four wheels off in order to re-enter the racetrack after an on-track spin. It also includes taking two-wheels off on one side of the racetrack and then driving back on-track and taking the opposite two-wheels off track. A driver, who fails to pit during a race after a four-off, will be black-flagged. If there are not enough laps left in the race to issue a black-flag, a time or finishing position penalty (black-flag penalty), will be assessed equivalent to a four-off safety check. Any driver taking four wheels off the pavement or racing surface, which results in a flat tire, may be held responsible for replacement of the tire.
- c. **Spins** Any driver, who spins during a "Practice Session", "Qualifying Session", or the "Warm Up Session" before a race, is required to make a pit stop immediately for a safety check for possible damage, even if all four wheels were not off the pavement. This will allow for the Instructors or Officials to help the driver identify the cause of the spin. Any driver who spins three times during a "Race" regardless of cause or fault may be black-flagged and parked for the remainder of the race, receiving a DNF for the race group at the discretion of the Race Director.
- d. **Incidental Contact** "Incidental Contact" is defined as slight contact i.e., contact that might be made with the nose of the car when miss judging a car braking in front of you, or when a car moves in front receiving a slight rub. Any driver involved in "Incidental Contact" during a "Practice Session", "Warm-up", or "Pace Laps" is required to make a pit stop immediately for a safety check for possible damage. Any driver involved in "Incidental Contact" during a "Race", may at their own discretion, continue in the race and will have the car inspected following the race for potential damage, accepting the possibility that additional damage may occur by not making a pit stop. A driver making "Incidental Contact" will receive a black flag warning and possibly radio communication for making contact. Multiple offenses will warrant a black flag penalty.
- e. **Car-to-Car Contact** "Car to Car Contact" is defined as any contact made with the side, tires, or any part of the car where damage is either visible or was significant enough to move or spinout another car. Any driver involved in car-to-car contact during a "Practice Day", "Practice Session", or "Race" (including warm-up or pace laps) is required to make a pit stop immediately for a safety check for possible damage. A driver, who fails to pit during a race after car-to-car contact, will be black-flagged. If there are not enough laps left in the race to issue a black flag, a time or finishing position penalty (black-flag penalty) will be assessed equivalent to a safety check. If during a race the Race Director and Race Officials are not 100% sure that car-to-car contact occurred, you will not receive the black flag. However, if the post-race inspection confirms that contact did occur, a time penalty or finishing position penalty (black-flag penalty) may be assessed.

- f. **Potential Damage** If the Race Director or a Race Official feels that you may have damaged your car by (dropping a wheel off, going two wheels off, or contact with a wall, tire barrier, etc.) a black flag, or a black flag penalty, may be assessed requiring you to make a pit stop for a safety check.
- g. **Unsafe Re-entries** If the Race Director or Race Official determines that a driver made an unsafe re-entry to the race track after a spin, off course excursion, or re-entry from pit road, an additional black-flag, black-flag penalty, or possible disqualification may be assessed.
- h. **Yellow Flags** If either corner flags or the traffic light signals display the yellow flag, there will be NO racing to the yellow flag under any circumstances. The pace car will pick up the field and will pace the field until the re-start. All drivers are to follow the pace car. Where it goes, you will go also. Scoring will revert back to the previous completed lap for the proper field order. Any driver that passes under the yellow flag or before a green flag is subject to a black flag (stop and go) penalty. If during a yellow flag, and after the pace has been slowed, you feel that the field order is in correct; you may pull alongside the car in the position that is in question. The Timing and Scoring Official will try to determine any discrepancies however, if the question has not been satisfied by the time that the one-to-go sign has been given by the Starter Official you must retain your starting position, in single file, whether you feel it is correct or not assuming that the field order has been set.
- i. **Blocking or Mirror Driving** Any driver appearing to make a reactionary move or block in-order to impede the advancement or opportunity of being passed by another driver is subject to a black-flag or black-flag penalty. This includes but is not limited to (chopping off, forcing another car off the track, and brake checking). *PICK A LINE AND STAY WITH IT.*
- j. **Ignoring a Black Flag** Any driver who fails to make a pit stop after being shown (three) black-flags by the Race Director and Starter Official will be disqualified from the race receiving a DNF.
- k. **Three-Wide- Racing** All of the race tracks that are host to the Competitive Edge Race Series are considered to be “Short Tracks.” These tracks are not large enough or wide enough for Three-Wide-Racing and will be considered Negligent. At NO time is a driver to enter into a Three-Wide competitive situation. The only exception to this rule is in the case where a driver has dropped to the low side of the race track with a mechanical failure leaving, the two racing lines open or a driver has moved to the high side of the race track in the turns as to exit the race track, and again has left the two racing lanes open. Any driver creating a Three-Wide-Racing situation will be Black Flagged, solely at the discretion of the Race Director, and “Parked” for the entire weekend, forfeiting all remaining laps and participation. To determine the driver committing the infraction, the Race Director may review the previous lap scoring and the driver who is determined to be in the third place of the given battle will be determined as the driver committing the infraction. In the event that the Three-Wide Racing situation causes an accident and/or damage, the driver that went Three-Wide will be responsible for any and all damage to each race car and any damage to the facility and will be considered Negligent, and any DLP Policies purchased will be Null & Void.
- l. **Fines** The Race Director at his discretion may levy a fine to any driver that is deemed to have committed an “Action Detrimental To The Series.” All drivers will maintain a level of decorum consistent as a racer/customer understanding that all of the other participants are also racer/customers. Actions such as; arguing with the Race Director or Official, or with another customer, or any action that compromises the professional, administrative, and or safety aspects of the Series, will be deemed as “Actions Detrimental To The Series” and will be levied a fine

of a minimum of \$100. This fine will be charged to the credit card on file and is subject to all penalties and interest for declined or non-payment.

## 11. Flags

Flags are the primary method of communicating, with the driver, information about the racetrack conditions, on and off-course incidents etc. As a driver you will rely on the Starter Official and Corner Officials as well as the traffic signals for this information. It is imperative that you read and understand the meaning of each of the flags. It is also important, when at the racetrack, to know where all of these flag and light stations are located at and to look at them each time by.

- a. **Green Flag** The green-flag signifies; the start of a session where you may pick up the pace to race speed; to commence racing at the beginning of a race; or the resumption of racing on the restart of a race.
- b. **Yellow Flag** The yellow-flag indicates danger ahead; slow down, exercise caution. When the yellow-flag is displayed DO NOT come to a screeching halt or STOP. Slow down to a reasonable pace allowing you to react to directions by the officials. The caution speed should be similar to the speed set by the pace car at the beginning of the race. Any time a yellow-flag is displayed, or any time your pace or speed is going to slow down, you should wave your right arm back in forth so that the driver behind you can see that you are going to slow down. You should drop to the inside line of the racetrack providing ample room for the driver behind you to pick a lane as to not run into you. If the yellow-flag is first displayed at the start/finish line, maintain your pace into turn one and then slow down. If the yellow-flag or yellow light is displayed in the corners or the backstretch reduce your speed using caution. If the yellow-flag is being waved vigorously accompanied by a hand movement signifying to slow down or the yellow lights on the traffic signal are flashing, this indicates an immediate danger ahead. You should reduce your speed immediately and exercise extreme caution. Be sure to search and visually locate the danger while being aware of everything going on around you and where the rest of the drivers are.
- c. **Red Flag** The red-flag means STOP. If the red-flag is displayed by the Starter Official or Corner Officials or the red light comes on the traffic signals it will indicate that a serious incident has occurred requiring the need of the track side officials. In the event that the red-flag is displayed all drivers will come to a stop quickly and safely and shut the engine off. Do not exit your car, remain in the car and wait for further instructions.

***UNDER NO CIRCUMSTANCES ARE YOU TO DRIVE THROUGH AN...  
ACCIDENT SCENE UNDER A RED-FLAG CONDITION.***

***When possible you should come to a stop in front of the flag stand or a corner official so that we may give you further instructions. Please also keep in mind that the reason for a red-flag is a situation that requires immediate safety attention and officials are trying to quickly get to the incident scene and should not have to be concerned about being run over.***

- d. **Black Flag** A driver receiving the black flag must report immediately to the pit area because of a rules infraction. Failure to do so may result in a penalty as described in Section III of this rulebook. The black-flag may also be used in the event that the Race Director or Race Official suspects that the car may be leaking fluids or experiencing, or beginning to experience, a mechanical failure.
- e. **Furled Black Flag (rolled black)** This is a warning sign! The driver is close to a rules infraction. The Driver is not required to report to the pit area but is forewarned of a possible infraction. May also be used if the driver is showing signs of driving that are interpreted to be above the driver's means.

- f. **Blue/Yellow Flag** The blue flag with a yellow diagonal stripe is the passing or move over flag. The flag will either be waived or held standing and is to indicate to the driver to check the mirrors and be aware that a faster car is approaching. The driver upon being displayed the passing flag will move to the low side of the race track and hold a low line as to not impede the faster car. The flag is not to be used to forewarn a driver in-order to block or impede which may result in a penalty as described in Section III of this rulebook.
- g. **White Flag** Indicates to the driver that he/she is beginning the last lap of the race. White flags will not be used during a "Practice Day", "Practice Session", or the "Warm Up Session". White flags will only be used during a race. If the white flag is displayed the checkered flag will follow regardless if a yellow flag incident occurs.
- h. **Checkered Flag** Indicates the completion and end of a session or a race. The driver will make a cool down lap or partial lap and enter pit road at an appropriate speed as directed in the driver's meeting. Victory burn- outs or donuts will result in disqualification for the previously completed race and immediate exclusion for the weekend.
- i. **Crossed Flags** When the Starter displays two crossed flags signifying an "X," regardless of the color of the flags, the Starter is indicating that the race or session is at the Halfway Point. It is the discretion of the Starter to display a halfway signal and may not be done every time or for every race. The Spotter in most cases will inform you of the halfway point by radio communication.

## 12. Points

Points will be awarded in each race for each Race Group. The points will be disbursed based on the finishing order, beginning with 50 points being awarded to the first place finisher in Race Group A. If five cars are qualified for Race Group A, then the 1st place finish in Race Group B will be awarded with 6th place points and so on. The "Fast Time" recipient will also receive 2 points.

### a. Points Example

<u>Finish</u>	<u>Points</u>
1st	50
2nd	49
3rd	48
4th	47
5th	46
6th	45
7th	44
8th	43
9th	42
10th	41
etc.	-1 point each position through the order

- b. **Championship Points** The Championship Points will be calculated by adding all points awarded to each driver upon the completion of the regularly scheduled races. Each driver's worst (2) two finishes will then be thrown out of the total points. Competitive Edge reserves the right to make changes, add to, or modify the points structure in-order to ensure fair competition or in the case of an oversight.
- c. **Missing A Race** In the event a driver that is scheduled, and has paid in full, to compete in the entire scheduled season but has to miss a race weekend, the driver can elect to be awarded with the final point's position as if the driver had competed in the weekend's races and finished

last. If two or more driver's cannot make the same weekend's races and both request the points in this provision, then the driver with the most points will be awarded the finishing points first.

- d. **Championship Points Ties** In the event that after completion of the final race there is a tie among two or more drivers the tie will be decided by the driver who has the most A Group wins, then second's, then third's and so on until the tie is broken.

## SECTION IV

### Damage Liability

In a perfect world, every competitor would have a terrific race, constantly improve and never damage a piece of equipment. At Competitive Edge we try to take some of the sting out of the realities of racing. We know that many of the people who would get involved in racing would decide against it if they had a potential liability of \$30,000 (the cost of one of our racecars). So we have established categories and limits, as well as the opportunity to purchase an insurance-style program to further limit a driver's liability.

It is important to understand that crash damage is relatively rare considering the number of laps each of the race cars log in a season. However, you need to understand your crash damage liability. Once a driver is buckled into the race car and the engine has been fired, that car is then the responsibility of the driver. The driver will be responsible for any damage regardless of cause including but not limited to mechanical failure such as a; blown tire, suspension failure, stuck throttle, or fluid leakage. All of these examples will be considered "That's Racing" as described below since all are possible, and common in professional racing.

When the unfortunate situation occurs, causing damage to the racecars, the extent of the driver's financial responsibility for the repairs is determined by a couple of factors. Those factors are whether or not a driver has had a previous accident, does the driver have a history of risk-taking, losses of control and whether the damage was the result of a "Driver Error", "At Fault" accident, or purely bad racing luck, "That's Racing". Those drivers participating in a "Practice Session" or a "Race Series Weekend" including the "Practice Sessions", "Warm Up Sessions", and the actual "Races", will be responsible for their crash damage in the following format.

#### 1. Driver Status

The Race Director and Instructors evaluate each driver's performance each time they get into one of the racecars. The drivers are classified into one of four categories based on the skill and performance that they have shown.

- a. **Rookie** This classification is used for any one that is participating in their first Competitive Edge Race Series event. A rookie status may be maintained for multiple events and can only be upgraded by the Lead Instructor or Race Director. A rookie demonstrates that he/she is a solid enough driver and is coming up to speed but may still be lacking in some discipline and judgment in regards to racing with other cars around them. A yellow stripe may be attached to the rear of the car.
- b. **Professional** Our pro-status is for those who drive the cars fast and perform within his/her limits. This means that there are few, if any, losses of control and off track incidents. Our pro-status drivers are also constantly aware of all of the cars around them at all times. They are trustworthy competitors with their fellow drivers, who use good judgment and are somewhat predictable.
- c. **Incident Prone** This status is reserved for those drivers, who in the opinion of the Race Director or Instructors, shows poor judgment. If a driver commits an "At Fault" or "Driver's Error" accident or has multiple "That's Racing" incidents or spins the driver will be considered Incident Prone. This may include a driver who has not yet had an accident, but is seen as a risk taker and appears to be an "Accident Waiting to Happen". These drivers are expected to work their way off of the Incident Prone status by showing improved judgment. A driver that experiences a minimum of two incident free weekends may be reestablished with a Professional driver status.

- d. **On The Edge** If a driver commits three or more "At Fault" or "Driver's Error" accidents or multiple "That's Racing" incidents the driver will be considered On-The-Edge and will be charged an additional \$200 entry fee per weekend. They are expected to immediately clean up their act. An On-The-Edge driver that experiences a future accident will need to find another way to go racing, or retire, since they are on the verge of being excluded from Competitive Edge events.

## 2. Accident Cause

In addition to a driver's status, the second major determining factor for a driver's crash damage liability is whether the damage was caused by driver error or bad luck. Each incident is evaluated by the Competitive Edge Staff, Race Director, and interviews with involved drivers as well as credible spectators, and placed into one of the following three categories. The Race Directors decision is final and is not up to negotiation or confrontation.

- a. **Driver's Error** In this case the driver made a mistake which caused damage to his/her own race car, the race track, or the facility in a single car accident which was caused by the driver's own error or judgment.
- b. **At Fault** A driver that is involved in a multiple car accident and was found by the Race Director or Instructors to be at fault causing the accident and subsequent damage will be considered At Fault. If a driver were found to be At Fault in an accident he/she would be responsible for the cost of the repairs to all of the racecars that are involved, the racetrack, or the facility. A driver found to be At Fault in an accident would also receive the points for the last place position of the final Race Group regardless of the group that he/she competed.
- c. **That's Racing** Occasionally in racing, a driver is caught up in an incident that is not his/her own fault or necessarily any drivers fault. When this happens it is determined that no one was found to be at fault and "That's Racing." This would include but is not limited to the bumping and rubbing which sometimes can be a part of racing. When damage occurs in a "That's Racing" incident each driver is responsible for his/her own damage regardless of whether or not you think fault could have been determined.

## 3. Damage Liability and Responsibility

Damage to the racecars is typically preventable, however in the event that an accident occurs during a Practice Day, Practice Session, Qualifying, or Race Series Event, the driver will be held liable for the cost of repairing the damage to the racecars, racetrack, equipment or facility up to the amount of \$3500.00 for a "Rookie" or "Professional". The damage liability limit for an "Incident Prone" driver is \$4000.00 for "That's Racing" and \$5000.00 for "Driver's Error" and "At Fault" accidents. The damage liability for an "On the Edge" driver is \$5000 per vehicle involved in an incident. Damage is defined as any repair necessitated, returning the item to its original like-new condition including paint and decals. Each driver will be required to make a Damage Deposit prior to the Race Weekend.

## 4. Damage Deposit

Prior to and no later than at registration for the Practice Day or Race Series weekend, each driver will be required to make a minimum \$1,000.00 Crash Damage Deposit. The Race Director, at his discretion may make the deposit higher if in his opinion the driver has indicated poor discretion that might result in a likely or potential accident risk, but will not exceed \$2500.00. The deposits can be made by check (if received a minimum of 10 days before the scheduled weekend), cash, money order, or a credit card on file. The deposits will not automatically be returned at the end of the weekend or the race season. The driver must request any unused and available deposits to be returned with a Deposit Refund Request. Any deposits that are returned prior to the end of the season or the completion of the final race weekend will be subject to a \$100.00 administration fee.

## 5. Damage Liability Policy

This is an insurance-styled policy that is offered by Competitive Edge per weekend or event to further reduce the potential sting of possible crash damage. By purchasing the policy the driver will only be responsible for the Policy Limit amount. Competitive Edge reserves the right to make the Damage Liability Program non-available to drivers that are considered to be a High-Risk.

### “Practice Sessions”

a. All Drivers;	
Policy Fee	Policy Limit
\$50.00	\$1500.00

### “Race Series Weekends”

a. Those Drivers with a "Rookie" or a "Professional" status;	
Policy Fee	Policy Limit
\$150.00	\$1500.00
b. Those Drivers with an "Incident Prone" status;	
Policy Fee	Policy Limit
\$250.00	\$2000.00
c. Those Drivers with an "On The Edge" status;	
Policy Fee	Policy Limit
\$400.00	\$3000.00 "That's Racing" or "Driver Error" Total Limit
	\$4500.00 "At Fault" Total Limit

## 6. Damage Invoices

Prior to the end, or within one week of the event, an estimated or completed invoice for damages incurred will be presented to the Driver. If the amount is over the Driver's Crash Damage Deposit, the Driver will have 10 days from the date of the invoice to pay the invoice or make payment arrangements with Competitive Edge.

If the driver has purchased the optional DLP and the damage has exceeded the Policy Limit, the driver will be presented with a DLP Policy Limit Release. This release will serve as the invoice and the drivers Damage Deposit will be released or acceptable payment arrangements must be made within 10 days from the date of the release.

Damage invoices that have not been paid or acceptable payment arrangements made with Competitive Edge, will be considered disputed. All invoices will carry an 18% per annum interest compounded monthly on unpaid balances. Since the DLP program is an optional offering to the driver by Competitive Edge, failure to pay any invoices in accordance with this section will null and void the previously purchased DLP program. The driver will then be responsible for any and all costs incurred in repairing the damage and all costs incurred in collecting on the invoice from the driver.

## SECTION V

### **Driver Acknowledgment and Agreement**

#### **IMPORTANT**

IN ORDER TO PARTICIPATE IN ANY PRACTICE DAYS OR RACE SERIES EVENTS INCLUDING (PRACTICE SESSIONS, QUALIFYING, OR RACES) YOU MUST READ, THE COMPETITIVE EDGE RACE SERIES 2011 RULES AND REGULATIONS, COMPLETE, INITIAL, SIGN, DATE, AND RETURN THE ACKNOWLEDGEMENT ON THE LAST PAGE AND RETURN THE ORIGINAL SIGNATURE WITH YOUR ENROLLMENT FORM TO THE COMPETITIVE EDGE RACING SCHOOL.

*The Driver's signature on the "Driver Acknowledgement and Agreement" form constitutes that the driver specifically consents that:*

- a. The Race Director or the President of the Competitive Edge Racing School will have the final word on any disputes, disagreements, or interpretation of the rules and is not subject to negotiation or confrontation. The Competitive Edge Racing School reserves the right to change or cause change to the rules at anytime and anyone found to be violating the rules may be subject to immediate suspension from the event forfeiting any and all payments made.
- b. Any and all disputes and claims between the Driver and Competitive Edge Racing School relating to payment of fees, penalties, crash damage or any other related expenses will be decided by the Competitive Edge Racing School. In the event legal resolution is required the Courts of the State of Idaho (Kootenai County) will have jurisdiction as though the related event or debt had been conducted or incurred entirely within the State of Idaho (Kootenai County).
- c. The Driver agrees to personal jurisdiction of the Courts of the State of Idaho (Kootenai County) and any judgment rendered by the courts may be enforced by any court any where in the United States or abroad where that Driver may be found.
- d. Driver hereby agrees to pay any and all expenses, costs and reasonable attorney's fees incurred by Competitive Edge Racing School in collecting any amounts due by the Driver.
- e. The Driver, on behalf of him/her self, spouse, family, estate, present or future legal council, or anyone who could potentially bring legal suit, hereby agrees to, and will sign, and will cause each of his/her guests to sign, the standard Competitive Edge "Release and Waiver of Liability" agreement forms as well as any similar forms required by the track or facility at which each event is conducted, releasing Competitive Edge and it's affiliates of any and ALL liability. The Driver acknowledges that racing is a dangerous sport and the Driver has accepted ALL responsibilities of participation including but not limited to the failure of the equipment or potential risk of injury or death from competition.
- f. Any Driver suspected to be under the influence of drugs or alcohol may, at the sole discretion of the Race Director, be excluded from participating in any events, and the Driver will relinquish any rights or claims against Competitive Edge. A Driver that is involved in any incidents and receives Medical Treatment hereby acknowledges and grants authority for a blood, drug and alcohol, test to be performed. In the event it is determined that a Driver was, at any time, under the influence of drugs or alcohol, the driver will be held responsible and liable for ALL damage, losses, or liabilities sustained by Competitive Edge, it's officers, employees, or participants.

Sign and Return this form to:  
**Competitive Edge Racing School**  
**2011 Race Series**  
PO Box 460  
Post Falls, ID 83877  
(208) 777-7080 - (800) 699-7080

## Driver Acknowledgement Agreement

Name: \_\_\_\_\_ Customer #: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Driver's License #: \_\_\_\_\_ State: \_\_\_\_\_

Social Security #: \_\_\_\_\_

**I acknowledge that I have read the Competitive Edge Race Series  
2011 Rules and Regulations and that I agree to abide by the Rules and Regulations as  
stated therein as a precondition to my participation.**

*Please initial acknowledging reading and acceptance.*

### SECTION I

\_\_\_\_\_ Programs  
\_\_\_\_\_ Eligibility & Requirements  
\_\_\_\_\_ Payment of Program Fees

\_\_\_\_\_ Penalties  
\_\_\_\_\_ Flags  
\_\_\_\_\_ Points

### SECTION II

\_\_\_\_\_ Safety Equipment Requirements

### SECTION III

\_\_\_\_\_ Race Series Weekend Format  
and Rules  
\_\_\_\_\_ Schedule  
\_\_\_\_\_ Rain Outs  
\_\_\_\_\_ Track Rules  
\_\_\_\_\_ Car Selection  
\_\_\_\_\_ Practice Sessions  
\_\_\_\_\_ Starting Grids  
\_\_\_\_\_ Qualifying  
\_\_\_\_\_ Race Format  
\_\_\_\_\_ Starts & Restarts

### SECTION IV

\_\_\_\_\_ Damage Liability  
\_\_\_\_\_ Driver Status  
\_\_\_\_\_ Accident Cause  
\_\_\_\_\_ Damage Liability and  
Responsibility  
\_\_\_\_\_ Crash Damage Deposit  
\_\_\_\_\_ Damage Liability Policy  
\_\_\_\_\_ Damage Invoice

### SECTION V

\_\_\_\_\_ Driver Acknowledgement and  
Agreement

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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### For Office Use

Date received \_\_\_\_\_ Received by \_\_\_\_\_

Race Series Rules 11'



# 2011 RACE SERIES ENROLLMENT FORM

PRE REGISTRATION IS REQUIRED  
NO-LATER THAN (7) SEVEN DAYS  
PRIOR TO EACH EVENT

Name \_\_\_\_\_ Birth Date \_\_\_\_\_  
(must be at least 18 years of age)  
 Street \_\_\_\_\_ Weight \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Height \_\_\_\_\_  
 Home Phone: (\_\_\_\_) \_\_\_\_\_ Work Phone: (\_\_\_\_) \_\_\_\_\_  
 DL# \_\_\_\_\_ Can you use a manual shift? \_\_\_\_\_  
(valid drivers license required)  
 Employer: \_\_\_\_\_ Occupation: \_\_\_\_\_  
 E-Mail Address: \_\_\_\_\_  
 Competitive Edge Racing School Driver Status \_\_\_\_\_  
 What safety equipment will you need to rent?  Fire Suit (\$45)  Helmet (\$35)  
 Please schedule me for the following date; \_\_\_\_\_

## "2011 Race Series"

**"Complete Championship Race Series" - All 7 Events over 6 weekends \$6,500.00**  
*Includes 14 races over 6 weekends including 75 laps of practice & (2) 25-lap races.*  
Deposit of \$1000 must be received by April 1<sup>st</sup>, 2011 to receive discounted rate

**"Championship Race Series Event" - Pay as you go! \$995.00 ea.**  
*Includes 75 laps of practice & (2) complete 25-lap races.*

**"Damage Liability Policy" - \$150.00**  
*DLP limits your total damage liability to \$1500. Price and limit may vary see official rules.*

## "Practice Sessions"

(1) 25-lap Session - \$129.00  (2) 25-lap Sessions - \$229.00  (3) 25-lap Sessions - \$329.00

**"Damage Liability Policy" - \$50.00**  
*DLP limits your total damage liability to \$1500. Price and limit may vary see official rules.*

**Total Amount \$ \_\_\_\_\_**

Date \_\_\_\_\_ Applicant's Signature \_\_\_\_\_  
(you must also sign reverse side)

CHECK or MONEY ORDER enclosed in the amount of \$ \_\_\_\_\_

CARD \_\_\_\_\_ CARD NO. \_\_\_\_\_ CCV # \_\_\_\_\_  
VISA / MasterCard

EXP. DATE \_\_\_\_\_ AMOUNT TO BE BILLED TO CARD \$ \_\_\_\_\_

CARDHOLDER'S NAME \_\_\_\_\_ ZIP CODE \_\_\_\_\_  
(please type or print clearly)

CARDHOLDER'S SIGNATURE \_\_\_\_\_  
(cardholder and/or signature above agrees to pay amount indicated above)

## AGE REQUIREMENTS

Registrant must be at least 18 years old at the time of the scheduled program and must have a valid driver's license. (16 -17 will be allowed upon approval - call for details)

## CHAMPIONSHIP RACE SERIES PAYMENT AGREEMENT

Each driver is required to pre-register for each event and make payment in full no-later than at registration at the track prior to the "Driver's Meeting." To pre-register each driver will be required to fax the Enrollment Form to the Competitive Edge Racing School at least (7) seven days before the scheduled event to (208) 777-2199. A 5% discount is available if the payment is made for the event at time of pre-registration. A driver that is pre-registered for an event and then fails to attend will be charged a \$100 administration fee. Any remaining deposits or funds will be credited to the next available event. There are NO-REFUNDS.

## EQUIPMENT RENTAL

The Competitive Edge Racing School will rent fire suits and helmets if needed. The fire suits are Sparco double layer Nomex driving suits. The helmets are Shoei RF700 Snell approved DOT standard liner helmets. This equipment may be adequate for the general usage and purpose that it is intended for, but it may not provide the highest level of safety and protection available. If available we recommend that you bring and or use the equipment outlined in the Race Series Rules and Regulations.

## RAIN POLICY

In the event of rain we will make every attempt to schedule and perform all missed track time however, the event may be shortened in-order to complete. If Saturday's practice and qualifying sessions are both rained out, Sunday will commence with a shortened practice then 1 lap qualifying with shortened races. If only Saturday's qualifying is rained out, then Sunday will commence with 1 lap qualifying and possible shortened races. If the Sunday races or the entire event is rained out please refer to the Official Rules and Regulations for the rescheduling policy. There will NOT be any refunds for a rain out or if a driver is not able to attend any re-scheduled events.

## DAMAGE LIABILITY

Damage to the racecars is typically preventable, however in the event that an accident occurs I understand that; I will be held liable for the cost of repairing the damage to the racecars, racetrack, equipment, or facility that was damaged in the accident, and will make arrangements for payment of such prior to leaving the racetrack in accordance with the 2011 Race Series Rules. Damage is defined as any repair necessitated, returning the item to its original like-new condition including paint and decals. Each driver will be required to make a Crash Damage Deposit prior to the Race Weekend.

## DAMAGE DEPOSIT

Prior to and no later than at registration for the Practice Days or Race Series weekend, each driver will be required to make a minimum \$1,000.00 Crash Damage Deposit. The Race Director, at his discretion may make the deposit higher if in his opinion the driver has indicated poor discretion that might result in a likely or potential accident risk, but will not exceed \$2500. The deposits can be made by check (if received a minimum of 10 days before the scheduled weekend), cash, money order, or VISA / Master Card. The deposits will not automatically be returned at the end of the weekend or the race season. The driver must request any unused and available deposits to be returned with a Deposit Refund Request. Any deposits that are returned prior to the end of the season or prior to the completion of the final race weekend will be subject to a \$100 administration fee.

## DAMAGE INVOICES

Prior to the end or within a week of the event, an estimated or completed invoice for damages incurred will be presented to the Driver. If the amount is over the Driver's Crash Damage Deposit, the Driver will have 10 days from the date of the invoice to pay the invoice or make payment arrangements with Competitive Edge. See the Official Rules.

## DAMAGE LIABILITY INSURANCE POLICY

This is an insurance styled policy that is offered by Competitive Edge per weekend or event to further reduce the potential stinging of possible crash damage. By purchasing the policy the driver will only be responsible for the deductible amount. Competitive Edge reserves the right to make the Damage Liability Program non-available to drivers that are considered to be a High-Risk. See the Official Rules for rates and deductible limits.

### ***Damage Liability Insurance Policy***

***Practice Session***       Accept  Decline

***Race Series Event***     Accept  Decline

## PROGRAM FEES

Course fees do not include personal travel, lodging, and meals. Prices may change without notice. Visa, MasterCard, and Checks are accepted. A \$25 NSF fee will be charged to all returned checks and/or declined credit cards and will be subject to interest as defined in the Official Rules and Regulations.

Date \_\_\_\_\_ Applicant's Signature \_\_\_\_\_