



2023 General Rules And Procedures

The guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE GUIDELINES AND/OR REGULATIONS.** They are intended as a guide for the conduct of events and are no way a guarantee against injury or death to a participant, spectator, or official. The director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and/or regulations herein, or impose any further restriction which, in his opinion, does not alter the purpose of the organization. Deviation of these guidelines and/or regulations will be the responsibility of the series officials; whose decisions are final. These guidelines and/or regulations will be superseded by any guidelines and/or regulations distributed in writing or announced during an events drivers meeting.

1. CONDUCT

1. Upon admittance to a restricted area, all participants must conduct themselves in a manner not detrimental to stock car racing. Profanity in front of race fans, officials, management, profane signs or writing on cars, etc., will not be tolerated and may subject the offending party to penalties. Conduct in social media deemed detrimental to the series, track, officials or sponsors may subject the driver or team to sanctions. **UNSPORTSMANLIKE CONDUCT AND/OR ACTIONS DETRIMENTAL TO THE SPORT OF AUTO RACING WILL NOT BE TOLERATED.**
2. General appearance of drivers and crews must be neat and clean looking.
3. A competitor that stops his or her car on the track to argue or discuss an incident with the starter or other officials may be subject to penalties.
4. Verbal or physical abuse of officials, including improper language or actions will result in sanctions from the track.
5. Fighting will not be tolerated. Drivers will be held responsible for the conduct of all persons connected with their car, and violations will be dealt with accordingly. Any person from a crew, including the driver, going to another pit area where any altercation erupts, will be considered at fault and will be subject to penalties.
6. Any driver who, in the judgment of series officials, engages in rough driving, deliberately running into, blocking or swerving in front of another car - may be subject to penalties. Any car intentionally blocking the track will subject the owner and driver to immediate and indefinite suspension from the series.
7. Any driver who intentionally causes a caution condition, without safety being an issue, by stopping, spinning, or any other action, is subject to 2-lap penalty.
8. Crew members are not allowed on the racetrack at any time. Pit crew, drivers, or series/track officials are not allowed to service cars on the racing surface without specific permission from race control.
9. No one is allowed in the control tower without permission at any time. You will be subject to severe penalties. Race director will be available at the end of the night.

2. COMPETITION RULES

A. Scoring

1. All competitors must register with scoring in designated area at each event. Registration will close fifteen (15) minutes prior to divisions drivers meeting or qualifying. Whichever is first. If you have not registered by then you will either be required to qualify first or you will start at the rear of your first event if class does not have qualifying.
2. Transponders must be on the car for all on track activity when made available. You will be required to use an AMB pouch or clip to secure the transponder on the right rear frame rail of the car 160" from the nose. They are available for purchase at registration table. If you have a personal transponder, disable it prior to going on track. Failure to return a working transponder may result in a \$400.00 fine.
3. All driver changes from the time registration starts, must be reported to a series official prior to that driver taking to the track. Any driver changes prior to start of a race and after qualifying will result in that car starting at the rear of field. Failure to notify of a change prior to race will result in loss of money and points.

B. Qualifying/Race Line Up

1. Qualifying order can be set by order of entry, draw, or practice times. Qualifying order will be posted showing qualifying tech time and/or group.
2. For qualifying you will have an official time once car has taken the green flag. If you are unable to attempt a lap at your spot in line you will be placed on a five-minute clock to present car for your lap(s). There will be no re-qualifying.
3. A driver may qualify only one car, and a car may be only qualified one time for a race program. If a car is scratched following a successful qualifying attempt, that driver may qualify another car, provided that car has not yet qualified.
4. Practice session times may be used for qualification purposes should unforeseen circumstance dictate the necessity during the event. Final session practice times

- may be scheduled in advance to replace traditional qualifying with group qualifying.
5. In the event of a tie in qualifying times final position will be based on who ran the time first.
6. Top 8 in qualifying will draw numbers to determine order of feature lineup.
7. Normal race programs can consist of any combination of practice, qualifications (single car or group), last-chance race, heat races and feature as announced on entry blank or by officials. Race lineup can also be set by practice speed, random draw or from season points.
8. Standard procedures call for the fastest twenty (20) cars in qualifications to be automatically transferred to the feature, to be lined up in order of the inversion after qualifying. Positions 21 - 22 will be the top two finishers from the last chance race. Positions 23- 24 will be the two drivers highest in series points who have not yet qualified for the feature. If no points provisionals are needed the next two in last chance race will transfer.
9. Individual track promoters have the option to add additional starters to the feature race. These starters will be added to the feature according to qualifying times, series points or last chance race. These may be done at a reduced pay amount.
10. In the event that all cars qualifying for the event will make the event, the entire feature line-up will be by qualifications and redraw.
11. If a promoter agrees to start all cars, above the previously announced number of starters, the field will be set on time and redraw. For payoff purposes, the additional starters (at the reduced amount) will be the slowest cars that would not have received a provisional spot.
12. The standard qualification procedures as outlined above will be superseded by any announced format on event entry blank.
13. A driver, with his car, must either practice or qualify, to be eligible to start the feature except with prior approval.
14. Lineups for races and qualifying order will be posted in a designated area. It is the responsibility of the driver to check his or her qualifying or starting position and be ready when called for an event. Cars not in position when field rolls may be placed at the rear of the starting lineup or disqualified from the event.
15. Drivers that wish to go to the rear will go to their original position. On the pace lap pull to the side and let the field go by. That row will just advance forward.

C. Event Procedures

1. For standard events, entry fee will be stated on the entry form. A minimum of \$25 more per car will be charged if filed after the deadline time printed on the entry form for the event. Payment of entry does not guarantee a starting spot in any scheduled events.
2. All teams are required to have a spotter in the designated spotters stand during feature events. Spotter must have the ability to monitor race control with a standalone radio. If the spotter leaves or is removed for any reason the car will be black flagged and not allowed to continue until a spotter is in place.
3. When supplied, teams are required to use window and contingency stickers in their designated and mandated position. Failure to do so may result in a monetary penalty or loss of contingency eligibility. **Teams must also leave the top of windshield, front fenders and first 12" of the door for use by Series sponsors decal stickers (subject to penalty above if not the color/dimensions supplied by Series).** Select windshield stickers and decals may be required to participate in an event.
4. For events with impound procedures no car will be allowed to pull out of impound. When cars are gridded for pre-race ceremonies anyone wishing to work on vehicle can go to pit stall for service. Penalty is starting on tail of the field. Anyone pulling out of line prior to this will incur further penalties up to loss of lap(s). Series reserves the right to allow safety issues to be corrected in impound without penalty.
5. Every effort will be made to complete the advertised event distance. Race length can be altered due to car count or time restraint and drivers will be notified prior to the event.
6. We do not race back to the caution. Unless a majority of the field has completed a

lap scoring will revert to the last completed lap for restart lineup. This is at the sole discretion of the Race Director.

- Once fifty percent of the total laps are completed the race is considered official.
- In the event of an excessive number of caution laps series officials reserve the right to count caution laps, shorten the number of laps or use a time limit on events. If the total number of laps are shortened or a time limit is enforced, we will notify you via race control and attempt to complete at least 5 more laps. If another caution occurs you will get one chance at a green, white, checkered finish. At that point, the next flag will complete the event.
- Any car that has a hood or deck lid come off or open, or is observed dragging dangerous parts, or dropping any fluid, is subject to a black flag at the discretion of the officials.
- Driver must remain strapped in the car until safety officials arrive unless it is unsafe to do so. Driver must remain with car to assist with removal from track.
- All cars must keep a reasonable speed. If you are unable to maintain a reasonable speed, you will be given one opportunity to pit for adjustments or repairs and return to competition. If you still cannot maintain reasonable speed, you will be parked for the remainder of the event.
- Three unassisted spins or multiple incidents and you will be parked for the remainder of the event.

D. FLAG RULES

- Green Flag**
 - At the beginning of each race, when the green flag is displayed, the track is "green all over" and all cars may commence racing at that time. On starts and restarts, a driver must stay in their lane until reaching the finish line.
- Yellow Flag**
 - The yellow flag and lights signify caution and will be displayed immediately upon a decision by the starter and/or race director that a cause for such action exists.
 - After the yellow flag and lights are displayed, all cars must immediately slow to a reasonable speed and hold position until such time as the green flag is displayed or the red flag is displayed. Racing back to the line under caution will not be tolerated.
 - A pace car will be used at the start of each event and during caution laps. No car may pass the pace car unless directed to do so by a series official.
 - Pit crews or officials may not service a disabled or damaged car on the racing surface during a caution flag period.
 - Cars which leave the lineup and pit during a caution flag period, and return during a caution period, will rejoin the lineup at the tail of the field.
- Red Flag**
 - The red flag and lights mean, in the opinion of officials, a situation exists requiring that the race be stopped immediately regardless of position of cars on the track.
 - Pit crews may not service disabled or damaged cars on the racing surface during a red flag period.
 - Cars that pit during a red flag period, only after being given specific approval, will restart at the tail of the field.
- Black Flag**
 - The black flag is a consultation flag and indicates that a driver must take his or her car to the pits immediately for consultation with a series official. Scoring will stop after 3 laps on a car which is black flagged until the situation is rectified. Any driver repeatedly ignoring the black flag may face suspension.
- Layover Flag (Blue with diagonal stripe)**
 - The flag is a courtesy flag and is displayed to indicate to drivers that they are being lapped by faster cars. It will be used at the discretion of officials.
- Crossed Flags**
 - When any two flags are crossed and displayed by the starter, it signals drivers that the leader has completed half the distance of the race.
- White Flag**
 - When this flag is displayed, it signals drivers that the leader has begun his or her last lap. If a yellow or red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart.
- Checkered Flag**
 - When this flag is displayed, it signals drivers that the race (or that segment) has been completed. After the checkered flag is displayed to the leader, the balance of the field will receive the checkered flag in the same lap.

D. Finishing Positions

- Finishing positions will be determined according to the most laps completed (including those earned through announced race procedures) in the least time, regardless of whether the car is running.
- Results are not official, and no purse will be available until tech is cleared. In the event of a protest or some other delay in the results of a class being made official, such as but not limited to tire sample testing, no purse will be sent out until all test results are back and results are made official.

E. Finishing Position Protest

- Protests to finishing positions in any race must be made within fifteen (15) minutes of the conclusion of the event. Such protests must be in writing and must be given to the Chief Scorer, Race Director, or Series Director.
- Scoring re-checks decisions are final and cannot be appealed or litigated.

F. License Fee

- In order to compete in any Series events for points, awards or specified additional awards, drivers and car owners must purchase an ASA license. An owner/driver must register a number with the series. Any licensee who permits another person to use his or her license or pit entry card will be subject to penalties. The listed owner must be the same entity who receives the purse check.

G. Points System, Season Champion

- Separate owner and drivers point standings will be kept for the sole purpose of determining a different driver's champion, if necessary.
- 2023 points fund and contingency awards will be paid based on final owners point standings. Driver's points will be kept for media and statistical purposes only
- Points and contingency awards are only available to current series licensed team owners & drivers
- Only legitimately earned points will be kept for car owners. Efforts to circumvent the rules of car ownership will not be rewarded or tolerated. A legitimate effort is defined as being represented by the normal driver of that team or a different driver with a car previously ran by that team. (No longer will a team be able to put their number on another car without utilizing their regular driver) Once teams enter the gates of an event, an owner may use another team's car in the starting field and earn owners points only if his normal driver drives the car.
- To be eligible for end of the year points awards or to be included in any special programs related to points position you must attempt to compete in at least 80% of points paying events for the season.
- All teams who enter a car and present it for competition, but fail to qualify will receive 25 points for their participation
- Qualifying will pay points to top 5 as follows 10-8-6-5-4
- Points for the feature results will be awarded in the following manner: 1st-100, 2nd-97, 3rd-94, 4th-92 with a 2-point drop per position beyond. All cars starting feature will receive a minimum of 50 points.
- Any tie in the final point standings of any award will be broke by the highest number of wins, and if still tied, by the highest number of second place finishes, and so on, until the tie is broken.
- Select points-earning events may be run for "Participation Points Only."

H. Rookie Eligibility

- Drivers can apply for the rookie program if they have competed in no more than-45% events in one season. Any event where the driver does not complete 50% of the laps will not count towards their total races competed.
- All rookie drivers must register and be approved by the series director. Must compete in 80% of events to be eligible for awards.

I. Practice & Testing Guidelines

- No team or driver may test at a given facility in the **seven (7)** days preceding a scheduled points event, unless it is an officially sanctioned and announced open practice session. The first points paying event of the year is excluded.
- Series reserves the right to allow inexperienced competitors to test when deemed necessary by the series director. This will only be allowed in rare cases when it is in the best interest of all competitors to allow a driver extra track time prior to the event. If allowed driver would not be eligible to start in the top 10.

J. Inspections, Mechanical Protest

- Series officials may require an inspection of any vehicle at any time. Vehicles placing in the first three positions driver must drive car to the inspection station immediately after the conclusion of the feature race/victory lane for such inspection and must not work on the car in any fashion until told to do so by a technical official.
- A competitor must take whatever steps are required, including a complete tear down of the car, as requested by series officials to facilitate inspection of the car.
- Failure to present a car for inspection when requested to do so, or refusal to take steps requested by series officials, will be considered an admission of guilt and can be grounds for disqualification.
- Protests regarding alleged mechanical infractions must be made **prior to the feature race being called to the track for official lineup**. The written protest must specify, in detail, a single, specific part or rule that is in violation, and be given to the Chief Technical Inspector or Series Director, along with a cash fee of **\$500**. An engine protest that requires an engine teardown (as determined by Chief Technical Inspector) requires \$1,000 for top end motor protests and \$1500 for bottom end motor protests. **10%** of the fee will be retained by the series for administrative costs. The remaining goes to the winner of the protest. Series reserves the right to deny protest.

5. A protest may only be filed by an ASA licensed driver or car owner in the same feature race finishing on the lead lap. A competitor can protest a maximum of three times a season and protests must be a minimum of 3 weeks apart.
6. Post-race body infractions are the responsibility of the tech inspector and protest of them are not allowed.
7. At series discretion a motor and/or car can be impounded, and inspection done at a later time and place agreeable to all parties.
8. Officials have the right to confiscate and keep any illegal parts or components.
9. Lab testing of tires may be done at any time.

3. Penalties

1. Penalties for violations of the rules are determined by the gravity of the violation and/or its effects on fairness of competition. They may also be weighted as to discourage future infractions of a similar nature. Penalties may include, but are not limited to, lap penalties, position penalties, disqualification, suspension of license, posting of bond, fines, and/or loss of points. A suspension may be for a determined period of time, number of events, indefinite or remainder of a season.

4. OFFICIAL DECISIONS

1. Any situation not specifically covered in these rules will be acted upon by the official or officials whose decision will be final and binding on all participants.
2. Any disagreement over technical questions or operations will be resolved by series officials. When their decision is made, such decision is final and binding.
3. Any dispute, controversy or claim whether or not relating to this rulebook or alleged breach of the same, shall be settled in accordance with the existing and/or amended rules and regulations, and competitor agrees to accept the decisions rendered by such process. By competing in the event, the competitor expressly agrees that determinations by series officials as to the applicability and interpretation of these rules are non-litigable, and they agree that they will not initiate or maintain litigation of any kind against Series, host track or anyone acting on behalf of either. If a competitor initiates or maintains litigation in violation of this covenant, that person agrees to reimburse the Series, track and all included persons or entities for the costs of such litigation, including all reasonable attorneys' fees. That competitor may also be indefinitely suspended from competition during the entire time of such litigation
4. Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted, or added to at the discretion of the series officials.
5. Series officials may use weight penalties for any infractions of these rules in an effort to make a car eligible to compete.
6. At certain events, to encourage participation of other competitors, the officials may alter the rules for those cars, to try and create a level playing field for cars that might fall outside of the normal rules. Official's decisions are final.
7. In the event of an excessive number of caution laps, officials may alter the weight requirement for fuel burn-off. Fuel stops are not guaranteed plan accordingly.
8. Officials reserve the right to alter rules or procedures at any time in the interest of fairness or safety.

5. Safety

1. Approved seat belts and double shoulder harness will be required, no older than five (5) years. A crotch strap will be required. Sternum strap recommended.
2. Drivers will not be allowed on the racetrack at any time without proper neck restraints in place. A strap type neck restraint is required at all times.
3. Helmet should be 2010 Snell standard or better and have sticker visible for inspection. Full-face helmets required.
4. Approved, clean full driving suit and gloves for fire protection are mandatory. Fireproof shoes and helmet skirt are highly recommended
5. All cars must have a working fire suppression system (preferred) or, at minimum, a driver accessible fire extinguisher. Gauges for extinguishers must be easily visible for inspection.
6. Driver's window must be equipped with safety net with quick release-latch. String/mesh window nets will not be permitted. The minimum net size must be 22" wide and 16" high. When latched, the window net must fit and pull tight.
7. Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Steering wheel must be padded.
8. All lead weights must be securely fastened. Any lost weight will result in a \$25.00 per pound fine. No Tungsten or similar weight allowed!
9. Lead Inspection will be part of pre- and post-race tech. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive a \$1500.00 fine on 1st offense in post-race tech with an automatic disqualification on the 2nd offense. Any lost weight will result in a \$25.00 per pound fine to the team. Teams will allowed one warning pre-race before penalty.
10. All competing teams must possess a minimum 10 lb. Aluminum working fire extinguisher while in attendance in pits, and this item must be presented at inspection. Car number must be painted on fire extinguisher.

11. See minimum chassis guideline for specific chassis rules.

12. Numbers must be a minimum of 24" in height, with body of each character a minimum of 3" in width and must be professionally placed on each door in a contrasting color. A full-size number will be required on top, readable from the infield. A car number at least six inches (6") in height must be placed in the upper right-hand corner of the windshield. All numbers must be readily identifiable from race control, or you may be required to outline in contrast.
13. No part of any cooling or oiling system may be located in driver's compartment.
14. Batteries must be securely fastened and mounted outside of driver's compartment or in a box with a cover.

6.SUBSTANCE ABUSE POLICY

1. Definition

Illegal drugs or substances are those substances defined and prohibited by local, state, and/or Federal laws.

2. General Prohibition

Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form by any participant in any part of the speedway grounds or in any area considered to be used in the operation of the event, including but not limited to parking lots, office areas, etc. All crewmembers and drivers are prohibited from being under the influence of alcohol during an event's scheduled activities. Any competitor suspected of being under the influence of alcohol or illegal substances must submit to testing by track security. Failure to comply will result in indefinite suspension

3. Violations and Penalties

1. Any person found to be in possession of or under the influence of an illegal drug, alcohol or drug substance on speedway property, as defined above or any person who is arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substances, or any person who is formally charged by a court of law with illegal drug. Violations may be subject to penalties by the series as follows:
 - a. Suspension from competition and eviction from track property and denial of further entry to the track/series for any events for a period of time to be determined by series officials.
 - b. In the case of formal charges being filed in a court of law, upon notification to speedway officials by the agency Involved, the participant may be suspended from all forms of participation until such time as the charges are fully adjudicated through the legal process. In the case of a conviction by process of law, the participant may be prohibited from participating in any series events for a period of one (1) Year from date of conviction up a lifetime ban.

4. Appeal and Hearing

Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by series provided the suspended participant requests such a hearing, in writing, within fourteen (14) calendar days of the date of suspension. It is the responsibility of the Suspended party to make such a request if a hearing is desired.

5. Reinstatement

A participant suspended for violations of these rules, except in the case of persons charged with selling illegal drugs or drug substances, may, as the result of a decision reached through the hearing process, be reinstated if it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed with the state, certifying that he or she is illegal drug independent, as a result of random and periodic examinations and urinalysis testing made at the request of Series officials

6. Prescribed Drugs

If a participant is using prescription drugs on the advice of a physician, such use must be reported to the series director of competition prior to the participant's entry into series activities. Failure to notify will subject the participant to penalties as described in this section

7. Standard Event Race Procedures

1. **Event:** The race is XXX green flag laps. Series reserves the right to count cautions in certain situations. If a red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart. The event is completed after three green, white, checker restarts.
2. **Initial Start:** Flagman starts the race. Cars must stay in their lane until the start finish line. No jumping a start or passing before the start finish line. If a green flag lap is not completed on the initial start, there will be a complete restart with all cars back in their original starting position except for any cars that are penalized, receive assistance or cars that pit.
3. **Yellow Flag:** There will be no racing back to the caution. When the yellow flag is displayed, all cars must slow to a caution pace and bunch up as quickly as safety allows so safety crews can work on track. All cars must **get single file and stay single file**. Lineup disputes will be settled by race control. Failure to comply can result in penalties up to disqualification. **No scuffing around workers on track. You will receive one warning, any further issues and you will be parked for the remainder of the event.**
4. **Cars Involved in the Caution:** Only car(s) directly involved in bringing out the caution will go to the tail of the field. Any cars that spin or stop but were not directly involved with the initial cause of the caution, will get their spots back if they do not go to pit road. Rough driving will not be tolerated. If contact with a car causes a yellow flag and the contact is not a "racing incident," that car will also be sent to the tail. Rough driving can result in penalties including being sent to the tail of the field or possible disqualification from the event. If you stop on track or intentionally create a caution you will lose a minimum of two laps naturally or by penalty.
5. **Pitting Procedure:** You must stay single file behind the pace car during the cautions unless you are coming to the pits. Pits open second time by unless instructed otherwise. Pit road speed is 35mph and will be enforced.
6. **Restart:** Field will be set based off last completed lap. Restart Line-up will be lead lap cars that did not pit followed by lead lap cars that pitted and returned in allotted time. Lap cars will line up behind lead lap cars followed by cars under penalty with free pass on the tail. Restarts will always take place in the box coming off turn 4. The restarts will be double file and will use the choose rule described below for restart lineup. Field will choose at designated point just past finish when instructed to by race control. Once pace car leaves the field the leader can steadily increase their speed until the box. Leader must accelerate first once in the box. No slowing, weaving, brake checking or decrease in acceleration once the pace car leaves the field. The MINIMUM restart speed is 45 mph (may be adjusted at specific tracks). Cars must stay in their lane until the start finish line. No jumping a start or passing before the finish line. If a green flag lap is not completed before a yellow comes out all cars should go back to their prior position except for any cars that are penalized, receive assistance or pit.
7. **Choose Rule:** On restarts, the lead car remains out front while all others line up single file behind the leader. Drivers will be notified by the flag man and race director that drivers will choose this lap. Leader has the option to choose either lane (high or low) and stay in that position. All cars behind the leader must choose the high (outside) or low (inside) lane for their restart. Drivers must select a lane upon reaching the cone and must stay in that lane until the green flag is displayed. Changing lanes after choosing will result in restarting at tail of longest line. Cars may gain positions by selecting the shortest lane. Free pass and any car under penalty must restart at the tail of the longest line. If a yellow occurs prior to the completion of a green lap the running order will revert to previous restart prior to drivers choosing unless directed otherwise by race control.
8. **Red Flag:** All cars must stop as quickly as safely possible when the red flag is displayed. Cars may go to the pits for crews to work on them, only after the spotter official has given them permission to do so. Cars pitting under red must restart at the tail of the field.
9. **Black Flag:** Cars that receive the black flag must go to pit road immediately. If you do not go to pit road within 3 laps, your scoring will stop until the situation is rectified. Check with your spotter for guidance from race control.
10. **Free Pass:** Free Pass: At the time the caution comes out, the first car behind the leader 1 lap down will be deemed to be the Free Pass (If free pass is the cause of the yellow then it would go to next car in line). Free pass will stay in their position throughout the caution period (Free Pass may pit if they elect to), until directed to pass the pace car or drop to the tail of the field and have your lap added manually. Free pass must always restart on the tail of longest line until a green lap is completed. No free pass will be awarded unless a green lap is completed or in the last 10 laps of the event.
11. **Slow Cars:** Slow cars will be advised in drivers meeting which lane to utilize in the presence of lead lap cars during the race. Lapped cars that create problems for lead lap cars may be penalized. Lapped cars should let the leaders go by on the preferred lane and then resume racing. **Lapped cars that are repeatedly passed without giving the preferred lane during the race may be penalized.** Cars fighting to stay on the lead lap are not forced to yield to the leaders until the leader has passed them.
12. **Scoring:** Transponders will be used for scoring. Teams must return the transponder to an official before leaving the pit area. There is a **\$400 PENALTY** for failure to turn in your transponder.
13. **Spotters:** Spotters are required to be in the designated spotters stand during racing activities. Only one spotter per team is allowed in the spotter stand, no guest. Spotters must have the ability to listen to race control via a standard electronic scanner or dedicated radio at all times during the event. **The frequency for this event is CRA 467.7875 / SSS 461.2000.** Drivers should keep your spotter's patient and polite; spotters keep your drivers the same. Tower will be monitoring spotters during the race. Spotters must be respectful to officials and other spotters at all times. If spotter leaves or is removed from the spotters stand you will be parked.
14. **Post-Race:** The top three finishers to the front-stretch immediately following the completion of the race. Fourth and fifth go straight to tech. Other cars may be requested to go directly to tech. Crews may touch the cars only how and when they are directed to by series officials. Driver must drive car back to scales following victory lane ceremonies.

*These procedures will be superseded by any procedures provided during the event

8. Controlled Caution Race Procedures

- Event:** The race is XXX laps counting yellows. The last five laps must be green, but do not have to be consecutive. The event can go over the advertised number of laps to facilitate finish. If the event is extended to reach a finish you can lose laps. If red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart. The event is completed after three green, white, checker attempts.
- Initial Start:** Flagman starts the race. Cars must stay in their lane until the finish line. No jumping a start or passing before the start finish line. If a green flag lap is not completed on the initial start, there will be a total restart with all cars back in their original starting position except for any cars that are penalized, receive assistance or cars that pit.
- Yellow Flag:** There will be no racing back to the caution. When the yellow flag is displayed, all cars must slow to a caution pace and bunch up as quickly as safety allows so safety crews can work on track. All cars must **get single file and stay single file**. Lineup disputes will be settled by race control. Failure to comply can result in penalties up to disqualification. **No scuffing around workers on track. You will receive one warning, any further issues and you will be parked for the remainder of event.**
- Cars Involved in the Caution:** Only car(s) directly involved in bringing out the caution will go to the tail of the field. Any cars that spin or stop but were not directly involved with the initial cause of the caution, will get their spots back if they do not go to pit road. Rough driving will not be tolerated. If contact with a car causes a yellow flag and the contact is not a "racing incident," that car will also be sent to the tail. Rough driving can result in penalties including being sent to the tail of the field or possible disqualification from the event. If you stop on track or intentionally create a caution you will lose a minimum of two laps naturally or by penalty.
- Pitting Procedure:** You must stay single file behind the pace car during the cautions unless you are coming to the pits. Please see controlled caution procedures for detailed instruction. Only traditional tools and procedures may be used during a pit stop. Maximum of 5 crew members allowed to service car. **Crew cannot go to their car until it is completely stopped in their pits.** The pit road speed limit is 35mph, if a car goes over the limit, they will be black flagged for a stop and go penalty.
- Restart:** Field will be set based off last completed lap. Restart Line-up will be lead lap cars that did not pit followed by lead lap cars that pitted and returned in allotted time. Lap cars will line up behind lead lap cars followed by cars under penalty with free pass on the tail. Restarts will always take place in the box coming off turn 4. The restarts will be double file and will use the choose rule described below for restart lineup. Field will choose at designated point just past finish line when instructed to by race control. Once pace car leaves the field the leader can steadily increase their speed until the box. Leader must accelerate first once in the box. No slowing, weaving, brake checking or decrease in acceleration once the pace car leaves the field. The MINIMUM restart speed is 45 mph (may be adjusted at specific tracks). Cars must stay in their lane until the finish line. No jumping a start or passing before the start finish line. If a green flag lap is not completed before a yellow comes out all cars should go back to their prior position except for any cars that are penalized, receive assistance or pit.
- Choose Rule:** On restarts, the lead car remains out front while all others line up single file behind the leader. Drivers will be notified by the flag man and race director that drivers will choose this lap. Leader has the option to choose either lane (high or low) and stay in that position. All cars behind the leader must choose the high (outside) or low (inside) lane for their restart. Drivers must select a lane upon reaching the cone and must stay in that lane until the green flag is displayed. Changing lanes after choosing will result in restarting at tail of longest line. Cars may gain positions by selecting the shortest lane. Free pass and any car under penalty must restart at the tail of the longest line. If a yellow occurs prior to the completion of a green lap the running order will revert to previous restart prior to drivers choosing unless directed otherwise by race control.
- Red Flag:** All cars must stop as quickly as safely possible when the red flag is displayed. Cars may go to the pits for crews to work on them, only after the spotter official has given them permission to do so. Cars pitting under red must restart at the tail of the field.
- Black Flag:** Cars that receive the black flag must go to pit road immediately. If you do not go to pit road within 3 laps, your scoring will stop until the situation is rectified. Check with your spotter for guidance from race control.
- Wave Around:** At the end of any caution period, any cars that are at the tail of the lead lap, behind the pace car but in front of the race leader will be "Waved Around" to pass the pace car and return to the tail of the lead lap cars, thus ensuring that the leader of the race will always start the race at the head of the field. **Cars using the "Wave Around" cannot pit during that caution period.**
- Free Pass:** At the time the caution comes out, the first car behind the leader 1 lap down will be deemed to be the Free Pass (If free pass is the cause of the yellow then it would go to next car in line). Free pass will stay in their position throughout the caution period (Free Pass may pit if they elect to), until directed to pass the pace car or drop to the tail of the field and have your lap added manually. Free pass must always restart on the tail of longest line until a green lap is completed. No free pass will be awarded unless a green lap is completed or in the last 10 laps of the event.
- Slow Cars:** Slow cars will be advised in drivers meeting which lane to utilize in the presence of lead lap cars during the race. Lapped cars that create problems for lead lap cars may be penalized. Lapped cars should let the leaders go by on the preferred lane and then resume racing. **Lapped cars that are repeatedly passed without giving the preferred lane during the race may be penalized.** Cars fighting to stay on the lead lap are not forced to yield to the leaders until they have been passed by the leader.
- Scoring:** Transponders will be used for scoring. Teams must return the transponder to a scoring official before leaving pit area... There is a **\$400 PENALTY** for failure to turn in your transponder.
- Spotters:** Spotters are required to be in the designated spotters stand during racing activities. Only one spotter per team is allowed in the spotter stand, no guest. Spotters must have the ability to listen to race control via a standard electronic scanner or dedicated radio at all times during the event. **The frequency is CRA 467.7875 / SSS 461.2000.** Drivers should keep your spotter's patient and polite; spotters keep your drivers the same. Tower will be monitoring during the race. Spotters must be respectful to officials and other spotters at all times. If spotter leaves or is removed from the spotters stand car will be parked.
- Post-Race:** The top three finishers to the front-stretch immediately following the completion of the race. Fourth and fifth go straight to tech. Other cars may be requested to go directly to tech. Driver must drive car to tech after victory lane.
- Controlled Cautions:** This event will use Controlled Cautions up to lap XXX unless declared a quickie yellow. **You can only take tires during controlled cautions unless for an approved flat.** A quickie yellow may be used if we have not completed 25 laps since the last controlled caution for an issue that can be cleared quickly. Controlled Cautions will consist of a X-Lap grace period. Pace car will pick up field in turn 2. Pits are closed until lineup is established. Once lineup is established race control will announce pit road open next time and pit open flagman will show green. You can enter pit road when you get to entrance. Do not advance. That X-lap grace period is only the first three laps that pit road is open after the cars have been brought to pit road. After the grace period, cars will lose positions. When pitting under a Controlled Caution, the cars that pit the first time by will return to the track in the same order they were scored running in the race prior to coming to pit road, relative to the other cars that pitted, and will line up behind the cars that did not pit, as long as they return to the track within the stated X lap window. Any car that returns to the track AFTER that X-lap window will not get their position back and must fall to the tail of their lap. Any car that pits and does not return to the track prior to the field receiving the "one to go" signal must restart at the tail of all cars. A mandatory caution will be thrown at the end of any run of XX consecutive green flag laps. There will be NO mandatory caution thrown in the last 10 laps.

*These procedures will be superseded by any procedures provided during the event.