

## **General Rules and Terms**

It is the intention of the rules to promote safety for fans and competitors, fairness among competitors, and entertainment for the fans.

The schedule, order of events, number of laps, penalty types and racing rules will change from time to time in the interest of meeting those intentions. The track will give competitors as much notice as possible when there are changes in procedure.

## **Infractions/Penalties**

Infractions can result from actions on or off the race track and may be related to racing rules, technical inspection or general conduct. The car owner and/or driver is responsible for the conduct of any person signed in under their car.

Minor Infractions will carry penalties that may include additional added weight, moving to the rear of the field during a race, points deductions of 5-25 points or position penalties. Minor infractions are issued for: On track "racing incidents", minor technical issues, failing to respond to an instruction, or failure to follow the written rules, and other minor incidents.

Major infractions will carry penalties of disqualification, major points deductions, fines or suspensions. Major infractions are issued for: Fighting, major racing violations that jeopardize the safety of an official, fan or competitor, and failure in a technical inspection of a major area.

## **General Conduct**

For the purpose of monitoring conduct, the entire fairgrounds property will fall under the influence of monitoring, including the racetrack, pit area, outside parking area and grandstands. Competitors racing on that night will conduct themselves in a sober and orderly manner, before, during and after the race. Altercations or confrontations with competitors, officials or fans will not be tolerated. Inebriated competitors or crew members or anyone found to have an open container of alcohol in the pits before the final checkered flag of the evening has waved will be ejected from the pits for a determined period of time.

## **Pit Meetings**

All drivers are required to attend the pit meeting, which will usually be held prior to the first race of the day. Although, we will not track attendance, drivers are responsible for all information conveyed at the meeting, and failure to adhere to any of the instructions will result in an infraction. The pit meeting time will be posted each race at the pit gate and/or scales. It is each driver's responsibility to determine the location and the time of the pit meeting each race.

## **Pit Speeds**

Drivers are responsible for clearing the area behind their cars before backing with assistance from a spotter when necessary. The maximum speed in the pits is 10 MPH at all times--The speed limit is measured by the judgement of the Pit Steward, Ramp Steward, or Race Director, and it begins at the track exit, throughout the pits, all the way to the track reentry point. Cars may accelerate beyond 10 mph for safe entry onto the track ONLY when waved on by the Ramp Steward with a circling arm motion.

## **Practice**

The practice schedule will be posted each race. Practice sessions will start and end on time with three exceptions:

1. Uncontrollable technical, environmental or weather changes may cause the entire schedule to be altered.
2. If it is two minutes prior to the end of a session and there are no cars passed the scale and coming up the ramp from that class, the next will start their session.
3. If there are delays in the final practice/qualifying session, each final session will be rescheduled to allow a full qualifying session. If the delay is going to be unreasonably long, qualifying will be cancelled, and the line-up will be determined by a combination of points and observing the one second rule from other available data

## **Qualifying**

The last two practice sessions will be the qualifying sessions for all classes except the late models, which will only use the last session as the qualifying session. The number of cars permitted on the track during qualifying sessions will vary by division and at the discretion of Race Control or the Ramp Steward, Generally not more than 4 Late Models or 6 cars from another division will be permitted on the track at the same time during the qualifying sessions. In the event that a qualifying session is cancelled, the remaining qualifying session will be used. In the event both qualifying sessions are cancelled, line-ups will be determined according to points. The fastest lap recorded by transponder will be the qualifying time for each car. Line-ups based upon qualifying or points will vary by division.

## **Prestart/ Pre-Entry Procedures**

Cars not in position on the ramp when the class is released to the track for their race will start at the rear of the field. Exceptions may be made at the discretion of the Pit Steward or Ramp Steward when the circumstances making them unable were beyond the competitors control, such as a scale issue or inadequate space to get in proper position.

In all circumstances, cars will enter the track single file and remain above the yellow line until they reach the front straightaway.

## **Radios/ Receivers/ Race Control**

All cars must have a functional radio or receiver anytime they are on the track and either the driver or a crew member, who is in immediate contact with the driver, must be monitoring Race Control on 454.000. Failure to respond to instructions from race control during practice sessions will result in a black flag and the minimum of a pit pass through and rectifying the issue.

Cars who fail to respond to a receiver instruction during racing conditions will lose the benefit of the receiver, and may be issued a minor infraction if it creates a delay in track operations. If a driver chooses to have a crew member relay information, they assume the risk of not receiving timely instructions that sometimes require a matter of seconds for compliance.

It is recommended that divisions using spotters have the drivers monitoring race control directly until the race has started and is under green. Pre-start instructions are generally those that require the most timely response.

For the Late Model Division, Race Control will give prestart instructions and announce a caution but will not speak during green flag racing unless it is to warn a driver or issue a penalty.

For all other divisions, Race Control will also announce the location of a spin, wreck or hazard and notify slower cars when faster lead lap cars are approaching them from behind. At no times does this relieve the racer of the responsibility to look ahead and take evasive action as required to avoid a wreck or spill.

### **Initial Line Up Procedures**

Line-ups will be set by the qualifying procedures. Cars will line up as posted for the start of each race or as modified by race control. If a car moves to the rear of the field after the lineup is posted, and the ramp steward does not have time to readjust the entire lineup, the cars behind the missing car(s) will pull directly forward to fill the gap as directed by Race Control.

Whether a class stops for introductions will be determined prior to the start of each race, and drivers will be notified by race control.

### **Scale Procedure**

Cars weighed before the races will be given a "scale time" for the class at least ten minutes prior to scaling. An announcement over the PA system and/or notification directly to the pits, will be made for the scale time, but it is each driver's responsibility to track the progress and flow of the evening and anticipate that call. Once the "scale time" is reached, cars are expected at the scale in the order in which they are starting the race (ie. The pole car is first). Any car not in line for the scales when their position in the starting order is reached will start at the rear of the field for that race. If multiple cars are moved to the rear, they will start the race in the order in which they reached the scales, but never ahead of a car that arrived timely and in order.

### **Starts/ Restarts**

All starts and restarts will be double file unless otherwise directed by race control. Cars should monitor their tachometers during pace laps. The prestart pace should be at that approximate pace. The car on the inside pole is responsible for maintaining a steady pace from the middle of the back straightaway, all the way to the start cone/line. All cars must remain in line directly behind the car in front of them and as close to their bumper as reasonably possible. Cars on the outside row have the responsibility to stay side by side with the car to their inside. Once the inside pole car passes the start cone/line, there are no rules as to how or where cars can pass, so long as it doesn't break another rule outlined elsewhere.

If a car fails to meet any of the above rules, or who spins, or is part of contact resulting in a spin, will be issued a false start with a number of possible outcomes. Any car receiving two false starts in a single race will be issued an infraction of either restarting with a loss of two positions or having to surrender two positions under green flag racing. If the false start occurs in the front of the pack and affects multiple other cars, there will generally be a restart. If the false start does not appreciably affect other cars, the racing will be allowed to continue and the penalty issued under green flag conditions.

If a false start causes a restart, the flagman will still display the green flag and cars will be notified by race control entering Turn 1, and the green light will either be turned off or not initially displayed. Cars are expected to get immediately back into line for an attempt to restart on that lap as determined by race control.

If a car is penalized or forced to leave the track due to an incident on the track, that line will pull forward to fill the gap. If more than one car is unable to start in their original position, Race Control will generally bring the field to single file and reset the starting line up.

### **Cautions**

There are two types of cautions: 1. Yellow Flag- which means slow down and maintain a low pace around the track. 2. Red Flag- which means slow down and come to a safe stop until directed by Race Control to a designated position on the track. Cars should slow immediately upon hearing that the caution is out, seeing the yellow light, or when seeing the yellow caution flag. Cars may not leave the track under Red Flag conditions for repair or evaluation until permitted by Race Control, by the term "Pits are Open". The Red Flag does not affect activity already underway in the pits or any activity while the "pits are open".

Cautions will be displayed to address a hazard on the track or to issue a penalty when other options are not available.

In all cases, scoring will revert back to the previous lap that the leader completed.

Drivers are required to remain with their cars during a caution and may only leave their respective cars with the expressed permission of a track official or safety crew member. Leaving a car unattended for any reason without permission will be an infraction and point deduction.

### **Courtesy Laps/Time**

When a caution flag is thrown and the pits are open, a three minute clock will start. The "one to go" will not be given within the three minute window if cars are in the pits under repair. Any car that pits during any courtesy clock will have been considered having used one clock. Each car will only be granted one courtesy clock per race. Exceptions to the "One Clock" rule may be made if a car is directed to the pits by Race Control or an Official. That period of time will not be extended for the purpose of allowing more repair time. Cars not on the track by the time the line-up is set will fall into the back of the longest line.

### **Following a Caution**

On the initial start of a race, or a subsequent restart, cars will slow and reform double file to the original starting position as soon as possible unless directed to go single file by Race Control. For in-race cautions, once the caution has been displayed, cars will immediately go to single file at a pace no faster than 20 mph and follow the directions of Race Control and track safety workers for where to run on the track or if a complete stop is necessary. Failure to immediately respond to direction by Race Control or a track safety worker will result in an infraction.

### **Line Up Following a Caution**

Cars should go to the position in which they passed the Start/Finish Line on the previous lap when directed by Race Control. The first car one lap down will receive the "Lucky Dog" and be line-up at the tail end of the lead lap. The line-up order is as follows. 1. Lead lap cars 2. Lucky Dog Car 3. Cars one or more laps down 4. Cars who have left the track and are returning from the pits (see exception below when decision cone is used). Cars in the rear of the field may not leave a gap and surrender a position or disadvantage a faster car behind them. Cars entering the field once the line-up has been set are required to line up single file on the inside row in the ordered in which they returned from the pits.

### **Decision Cone**

When the decision cone is used, it will be placed on the front straightaway with "two to go". Cars on the lead lap, including the Lucky Dog, can choose the inside or outside of the cone for their starting position and move up to fill any gaps on that line. Cars that are one or more laps down MUST go to the inside line and may not take the cone. Cars returning from the pits must go to the end of the longest line. Once a decision is made, cars may not change lanes. If cars leave the track before the next restart or during the first lap of the restart and a caution is thrown, cars must pull forward inline and may not change lanes.

### **In Race Penalties**

*False starts* as described above. The first false start will generally not be penalized. The second false start will be penalized with a two position penalty or moving a car to the rear of the field if they are part of the initial contact causing a spin or wreck. Be aware that the two position penalty will be a straight exchange between that car and the car behind him/her. For example, the second row inside could find themselves on the pole if the pole car is penalized.

*Position penalties.* Cars will be issued a positions penalties as above for false starts or for other infractions as determined by the DOC. Generally a caution will be thrown to assess the penalty, however in the interest of time, they may be issued at the next caution or conclusion of the race. Penalized cars must surrender a requisite number of positions to other cars on the track. Race control will announce the penalty, and the flagman will displayed a furled black flag with fingers showing the number of positions to be surrendered

*Rear of Field Penalties.* Penalties will be issued under caution for cars sent to the complete rear of the field. Lapped cars may not surrender their position to a penalized car, however a penalized car may "take the cone" when the restart position cone is used. The penalty will be announced by Race Control and the flagman will display the unfurled black flag and signal the car to the back at the flag stand. This penalty will generally be issued for contact between cars causing a caution, as follows:

- A. Any car the makes contact with another car which causes either involved car, or another car subsequently involved in contact to:
  - 1. Lose control to the extent they lose a position to anyone other than the other involved car
  - 2. That causes a caution;Will be sent to the rear of the field under caution.  
Exceptions:
  - 1. If a Car A hits Car B directly from behind (not as part of a corner entry or exit challenge, and only Car A spins, there is no penalty.

2. If Car A is established in the turn above or below the middle of the track and Car B hits door to door by crossing the line from the bottom or top of the track and only Car B spins, there is no penalty as long as it is not part of a not as part of a corner entry challenge. If there is any question that the incident was the result of a challenge for position entering the corner, both cars will go to the rear.

Cars not involved in the initial contact causing the caution will be given back their position for the restart, regardless of their disposition, as long as they are not required to go to the pits.

### **Going to the Pits Under Racing Conditions**

Cars going to the pits under a Red Flag before the pits are open will not be permitted to return for that race. The pits will be assumed to be closed until an announcement is made by Race Control that the "Pits are Open." The flagman will also flash the red light five times in succession to indicate that the pits are open.

### **Technical Inspections**

Technical inspections will occur throughout the day, but Race Control will announce which cars, if any, need to report to the "Tech Area". Failing to immediately report without stopping result in an infraction. Failure of a radio or receiver will not excuse the requirement. Since cars outside of the Top 5 will generally not be summoned to the "Tech Area", cars in the Top 5 should automatically proceed to the "Tech Area" in the absence of information or when having equipment problems. There is no penalty for reporting when you are NOT summoned.