



RACE PROCEDURES

Initial Start / Restarts:

1. All starts and restarts will be on the green flag by the flagman.
2. The front row must maintain pace car speed until they reach the designated line. At the line, the front row gradually increases speed staying together and will be at speed coming to the start line.
3. At no time should the front row slow after the pace car pulls off coming to green. The front row must stay side by side and at no time should second place lag back or be ahead of the leader before the green waves. Jumping the start will result in a penalty.
4. No passing or pulling out of line allowed until you reach the S/F line.
5. If a caution occurs before the leader completes the first lap of the race, there will be a complete restart. All cars retain original starting position unless a penalty is issued, they pit or receive assistance from the safety crew. If a car drops out or goes to the rear, the row simply advances.
6. All restarts will be double file except for the 2nd attempt at a green/white/checkered. Race Control may call for a single file restart, at any time if necessary.
7. All cars one or more laps down will restart behind all lead lap cars.
8. When 'one to go' or the directive is given to double up, the leader will choose to start inside or outside. Everyone else will double up accordingly. If you pit and are not back in your correct position when the directive to double up is given, you will start on the tail of the field, behind all lead lap and lapped down cars.
9. No scrubbing tires, swerving, brake checking, laying back, or games of any kind will be tolerated coming to the Green.

Yellow Flag:

1. There will be no racing back to the caution. When the yellow flag is displayed stop racing, slow down safely, and maintain your single file position; failure to comply can result in penalties up to disqualification. We will revert to the last completed green flag lap for lineup. Two unassisted spins and you will be disqualified for the remainder of that event. All cars directly involved in bringing out the caution will go to the tail of the field and will not be allowed to use the cone. 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.
2. Any car entering the pits shall restart the race at the rear of the longest line of cars. Cars will restart in the order they were running at the completion of the last green flag lap. All lap down cars will fall to the tail of the field. Any discrepancies in line up will be determined by Race Control. (**Sportsman, CV, & PS will use the cone**)
3. Should a car not maintain caution speed for any reason, stop or enter the pits during a yellow, it will result in lose its running position.
4. If a driver deliberately picks up positions after the yellow flag is displayed, they will be penalized at minimum two positions.
5. If you stop on track or intentionally create a caution you will lose a minimum of two laps naturally or by penalty.
6. No scuffing tires in the area of on-track safety workers. You will only receive one warning before being parked for the rest of the event.
7. Officials reserve the right to utilize the yellow to check cars that being considered for a black flag (leaks, smoke, or sparks, etc.). After they are checked, if okay - they keep their position.
8. Pit crews are not allowed on the track, and drivers may not repair or adjust their cars while on track unless Race Control directs otherwise.
9. The last 10 laps will be green flag laps with the initial yellow counting.

Red Flag:

1. Stop in a safe/quick manner—if a car does not re-start on its own, it will be pushed started and you will maintain your position.
2. You may work on cars during red flag conditions after being authorized by race control.
3. Positions will revert back to the previously completed green or yellow flag lap. Those deemed part of the occurrence that caused the Red Flag, or cars that pit, will be positioned at the rear of the field.

Free Pass Award:

1. On any yellow flag, except for the final 10 laps, the first car, a lap down based on the last completed green flag lap, will be instructed to fall to the tail of the field and credited back one (1) lap. Any car causing or involved in a yellow will not be the recipient of the "free pass" and there will be no free pass on that caution.

Lap Cars:

1. Lapped cars must choose the designated lane and not race the leader. Lapped cars must treat all lead lap cars with the same respect.

Finish:

1. Once the white flag is displayed, we are coming to the checkered flag unless the track is blocked.
2. If we go yellow or red after the leader takes the white, we will finish with a green/white/checkered, with a maximum (2) attempts.
3. On the 2nd attempt at the green/white/checkered - once the field receives the green flag, and crosses the S/F Line, the race will be complete if the yellow is displayed; those remaining are to slow and proceed with caution. The remaining cars would be scored in the position they last held at the S/Line minus cars involved in the caution and race is over.
4. Top 5 will go directly to Victory Lane for trophies and interviews. The driver must always stay with the car. The driver must drive car to scales or you could be penalized.

Contact:

1. Race control will determine if a penalty will be imposed if there is contact between competitors. If a driver is penalized for rough driving, he/she will restart at the tail end of the field behind all cars on the next restart after the penalty or could be parked for the remainder of event.
2. Any competitor having contact with the race leader, resulting in the leader spinning and/or being eliminated from competition will be penalized. Race Control has the right to rescind this policy over the radio (before an incident happens) if the leader is considered to be blocking; in which case the above Contract Rule #1 will be enforced.
3. "Gentleman's Tap Out" rule will be used. If a driver feels they are solely at fault for an incident, they may pull to the bottom of the start/finish line and tap their roof. At that time, only that driver will be sent to the tail of the longest line, with all others deemed involved awarded their prior position. The driver must "Tap Out" ASAP. If he/she is wrecked and cannot drive the car to the start finish line, the driver must verbally "Tap Out" FACE to FACE with a series official that can radio the scoring tower.

Qualifying Policy: You may not drive your car counter on the track prior to taking the green during qualifying – however, you may drive counter if you spin after taking the Green. Violation will result in losing the fastest of your two qualifying laps.

ALL TEAMS MUST HAVE A WORKING FIRE EXTINGUISHER IN THEIR PIT STALL AND PIT BOX.