

SCRA Rules - General Rules - 2016

THESE RULES APPLY TO STREET STOCK, HOBBY STOCK. MODIFIED AND TRUCK CLASSES

GENERAL RULES AND PROCEDURES

- The rules and /or regulations set forth are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.
- NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES/AND OR REGULATIONS.
- They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.
- The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements.
- NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

ASSOCIATION

1. The purpose of the SCRA is to promote and advance the sport of automobile racing
2. SCRA shall have the power to supervise and control automobiles racing under its jurisdiction.
3. SCRA shall make , construe, and interpret rules and render decisions concerning said races.
4. SCRA shall do all things which in its judgement further the best interests of automobile racing.
5. SCRA reserves the right to reject entry of any car or competitor, call off any event, changing the manner of running any program, call off any race that does not fill, or change distances of any event. SCRA is under no obligation to pay out prize money for any race that is not run, or any money position that has been won by a competitor.
6. SCRA is solely responsible for the organization of the racing event, securing of entries, all notices and materials required, all safety precautions for both spectators and participants, and adequate track safety equipment and personnel. No racing event shall be conducted without the following safety equipment in operation: An emergency vehicle and qualified rescue personnel.

GENERAL RULES

1. All officials will operate under the guidance, supervision and decision of the SCRA. They will refer all the disputes to the SCRA.
2. Track officials shall have the responsibility for rules and regulation enforcement at SCRA events. At discretion of track official(s) in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions.
3. No driver or crew member may enter the racing area until he/she has completed all releases, registrations and/ or entry forms. No person will be allowed to sign release and waiver sheets for any other then themselves.
4. Consumption of alcoholic beverage by driver his/her crew in advance of, or while competing in any SCRA race program is strictly forbidden. Any driver showing evidence of alcohol consumption will be required to leave the premises immediately and may be subject to a fine no less than \$250.00. Use of illegal drugs at any time shall be cause for immediate, indefinite suspension and/or fine of no less than \$250.00.
5. Approval of a race car by inspector shall mean only that it is approved for participation in a competitive event and shall not be construed in any way to mean that it is guaranteed mechanically sound, safe, or completely legal. SCRA and or inspector shall not be liable for any mechanical failure nor for any losses, injuries or death resulting from same.
6. All drivers, car owners and mechanics assume full responsibility for any and all injuries sustained including death and property damage, at any time they are on the premises, or en route to or from the premises.

DRIVER HELMETS

- a. Helmets are required and must be an approved minimum of Snell sa 2010
- b. Head and neck restraints highly recommended
- c. Helmets must be worn at all times when on the track and must accompany car at times of inspection.
- d. The helmet must be equipped with either a face shield or goggles. No open faced helmets allowed.
- e. Face shield are highly recommended.

LIGHTS

- a. All cars are recommended to have a "RED" light mounted at the rear of the vehicle and at the highest possible point facing rearward.
- b. An "AMBER" light is also recommended mounted at the front of the vehicle and at the highest possible point facing forward.
- c. These lights are to be wired to the ignition or main power switch so that any time the power is on the lights are on.

HOOD

- a. Hood is mandatory on race car while on the race track

GRIEVANCE RULING

1. Electronic traction control device: Automatic disqualification and 10,000.00 fine. If found with an electronic traction control device at any point during an SCRA event, driver loses all points in all divisions and is suspended until fine is paid in full. Device may be confiscated and retained by SCRA.
2. Use of unapproved tires in any division requiring stamped tires will result in disqualification and a \$250.00 fine. When prohibited, use of siped or grooved tires on a non -stickered wheel will result in in disqualification and loss of points. Chemically treated tires will result in a \$250.00 fine and disqualification for first offense, second offense will result in \$1000.00 fine and a 30 day suspension.

RACE PROCEDURES

1. The number of cars starting a race is determined by the track officials and depends on the type of event, width, length, and condition of track.
2. SCRA and officials will not be responsible for allowing a late entry to compete. Rejection of entrants at any given time is allowed but pit gate closing time should be known to all competitors.
3. Any driver not ready to compete when called may be sent to rear of starting line- up, or left out of balance of program at discretion of official in charge.
4. Once a race is started on a preliminary line-up lap, disposition of cars not in position shall be at discretion of officials
5. A race may be stopped at discretion of officials at any time, if considered dangerous to continue, but only officials have the right to stop a race. No driver, car owner, pit man or mechanic may use starters flags for purpose of signaling competitors.
6. If track has pre-or post-race inspection, those drivers not reporting to the inspection area may be disqualified and given last place points.
7. No race is official until officials make declaration of final scoring positions.
8. No race car is to receive assistance after white flag is displayed and all finishes must be under car's own power or momentum.
9. A dead heat may or may not be re-run at discretion of officials. If dead heat is not re-run, prize money and points for both positions under contention shall be divided equally
10. No person shall be allowed on track during a race except officials.

ALL CLAIM PROCEDURES

1. Claim will not be in effect on first two track point nights. Following second night, no driver may claim unless they competed at all previous track point events. Engine claim rule will not be in effect on season championship night. Exception is: If a driver is claimed at any point event, he may claim at any following event at that track without needing perfect attendance.
2. Driver can only claim one engine, one shock (one or all shocks at the same time), and one carburetor during current calendar year. Exception is after any driver has had more than one engine claimed, they are eligible to claim as many engines as they have had claimed.
3. Driver allowed only one claim per event, regardless of outcome. Driver claiming engine cannot claim shocks or carburetor on same night. No driver may claim the same driver more than once during their current calendar year- engine, shocks, carburetor. Driver being claimed is subject to only one claim per event. If multiple claims are made on same driver, engine claim takes precedence over shock and carburetor claim. Shock claim takes precedence over carburetor claim.
4. When claim rule is in effect, top four finishers must report directly to claim area and are subject to claim by any eligible driver finishing fifth on back in feature that is scored on the lead lap. Should one (or more) of the initial top four finishers be disqualified, ANY DRIVER ADVANCED INTO TOP FOUR is NOT eligible to CLAIM or BE CLAIMED.
5. When claim rule is in effect, failure to report directly to claim area will result in disqualification, loss of money and points for the first infraction (all items are still claimable), will be treated as engine claim refusal for second infraction. (Exception: If car is involved in an accident or rendered unable to report directly to claim area). Car should be taken to claim area.
6. Driver making claim must drive immediately after feature, under own power, directly to claim area. Driver must have correct amount of cash, or may not claim without correct amount of cash.
7. Claim must be made to official after feature. Highly recommended only involved drivers and officials allowed in claim area, and drivers remain in cars. No communication of any kind between drivers and anyone else outside claim area.
8. Only driver may claim and agree to sell or refuse. In case of multiple claims on same item, drawing will be held to determine outcome. Claim is not charged to drivers not awarded item. If first eligible driver withdraws claim, next eligible driver will be awarded claim.
9. Once claim has been made and accepted, engine should not be started and should be pushed to where ever removal will occur (both cars are to be pushed with exchange claim). Under certain circumstances, engine may be started at discretion of officials.
10. Any driver voluntarily withdrawing a legal claim will be charged with the claim and fined 200.00. If exchange option is chosen by claimed driver, claiming driver cannot withdraw claim, if so, claiming driver will be issued refusal penalty.
11. All claimed items must be removed at the track, within a reasonable amount of time (at discretion of officials) and must leave the track under possession of claiming driver. If any driver is caught at the track claiming for another driver, both will be issued the claim refusal penalties in that division.
12. Any sabotage MUST be discovered during engine removal. Drivers are accountable for sabotage and will result in same penalty as engine claim refusal in that division. IF SABOTAGE IS DETERMINED by official, claim will be disallowed and money returned to claimer. Once engine is released to claiming driver, no sabotage penalties will be issued.
13. Disqualification of claimed or claiming driver will not affect legal claim (EXCEPTION IS RULE 5). Claimed item will be removed and transferred prior to any penalties being assessed.
14. Unsportsmanlike conduct during any claim procedure will result in an immediate minimum \$100.00 fine / or suspension.
15. Any driver that completes a legal claim must compete at the next track point event at that track or he/she will be issued the claim refusal penalties in that division.
16. NON-TRACK POINT/SPECIAL EVENTS: All engine claim cash amounts in each division increase \$500.00, with OR EXCHANGE option added. (For example a special Hobby Stock event, the claim would be \$1,050.00 or exchange).
17. SCRA may claim, for proper dollar amount, any claimable item at any time, unless that driver has made a legal claim in that event. If SCRA is directly affiliated with a car in competition (at their track) forfeits right of promoter claim. Driver claim takes precedence over promoter claim.
18. During any cash claim, all claimable items, should be inspected for legality prior to transfer of items. If claimed item is found illegal, driver is disqualified. Claimer than has option to accept or decline claim. If declined, claim is not charged on card. Additional penalties may apply, depending on infraction.
19. During any exchange claim, both items exchanged must be legal. If any claimed is found illegal, driver with illegal item is disqualified. Driver with legal item has option to accept or decline claim. Additional penalties may apply, depending on infraction.
20. SCRA reserves the right to refuse claiming privileges. SCRA reserves the right to claim, for proper dollar amount, any claimable item at any time.

CLAIM REFUSAL

1. Refusal to sell any claimable item forfeits all cash, trophies and contingencies for feature and all SCRA points in all claim divisions in calendar year.
2. Any driver refusing a claim, when claimed within rules, regardless of reinstatement with SCRA, loses right to claim any other SCRA driver for 12 calendar months from reinstatement date.
3. First refusal will also result in driver being suspended for 30 calendar days from SCRA events in all claim divisions from refusal date and until proper cash fine is paid to SCRA. Second refusal will result in driver being suspended from SCRA events for one year from refusal date and until \$5000.00 cash fine is paid to SCRA. Third refusal is permanent suspension from SCRA.
4. Engine refusal fine SCRA-Hobby Stocks \$1000.00, SCRA Street Stocks \$1500.00, SCRA Modified \$2000.00. Shock and carburetor refusal fines-\$1000.00 in all SCRA divisions.
5. All fines must be a cashiers check or money order and be received by SCRA prior to driver returning to competition. Track may also suspend car for duration of penalty
6. Regardless of claim outcome, claim is charged to claiming driver in case of a refusal (exception is: in case of sabotage.)

SHOCK CLAIM PROCEDURES

1. Follow all engine claim procedures and eligibility requirements. Penalty for shock claim refusal is \$1000.00 and 30- day suspension.
2. SCRA Modifieds, SCRA Stock Cars- Any eligible driver finishing fifth on back in feature that is scored on the lead lap can claim any shock for \$50.00 from any of the top four drivers. One or all shocks may be claimed, counting as one claim.
3. SCRA Hobby Stocks-Any eligible driver finishing fifth on back in feature that is scored on the lead lap can claim any shock for \$25.00 from any of the top four drivers. One or all shocks may be claimed, counting as one claim.
4. Should any driver voluntarily withdraw a legal shock claim, he/ or she will be charged with a claim with no penalty.

CARBURETOR CLAIM PROCEDURE

1. Follow all engine claim procedures and eligibility requirements. Penalty for carburetor claim refusal is \$1000.00 and 30-day suspension.
2. SCRA stock cars – Any eligible driver finishing fifth on back in feature that is scored on the lead lap can exchange carburetor with any of the top four drivers. Both carburetors must be inspected and deemed legal prior to exchange. Should either carburetor be illegal, claim is void and driver is disqualified.
3. SCRA Hobby Stocks- Any eligible driver finishing fifth on back in feature that is scored on the lead lap can claim carburetor of any of the top four drivers for \$50.00. Claimed carburetor must be inspected prior to removal. If found illegal, claim is void and driver is disqualified.
4. Should any driver voluntarily withdraw a legal carburetor claim, he/she will be charged with no penalty.

CRATE ENGINE PROCEDURES

1. Must be unaltered GM crate engine with authentic GM seal bolts- NO EXCEPTIONS.
2. In addition to authentic GM seal bolts, all GM 604 crate engines must have Cable loks. Effective January 1, 2019 all 602 crate engines must have Cable loks.
3. Upon inspection, any different, altered or missing GM seal bolts or Cable loks will result in disqualification, loss of all SCRA points for the season, \$5000.00 fine and a 30-day suspension from all SCRA events.
4. GM seal bolt exception is SCRA approved and issued Cable lok repair system.
5. No repairs allowed for non- licensed drivers.
6. No repairs allowed for any drivers that have been penalized for tampering or illegal parts on crate.
7. Crate can be repaired once per year/per member only.
8. Oil pan may be replaced by any certified repair center with the corresponding "Champ or Kevko replacement oil pan and pick-up. See divisional rules for approved part numbers.
9. Any driver using crate engines cannot claim engine or have engine claimed. During same season, no driver is allowed to claim an engine after competing with a crate. If a driver switches to a crate after claiming an engine, the crate engine is then claimable.

PITS RULES

- a. Minimum clothing strongly recommended to be worn in pit area: Full length pants, shirts with sleeves, shoes (**no sandals**).
- b. Minimum Age Restriction: All minors 17 years of age and under must sign a minor waiver and have parental consent. This authorization will be given at the back gate.
- c. Driver and Class Restriction: There is a driver and class restriction of a minimum age 14 years to drive. Any driver under 16 years is restricted to an entry level class, with written authorization by a parent or guardian. This authorization will be given at the back gate.
- d. Fire Extinguisher: Each pit must have a functioning 10lb fire extinguisher on hand each race day.

RULE GUIDELINES

- a. The rules in this document serve 3 purposes:
 - i. To keep costs down
 - ii. To ensure fair competition.
 - iii. To provide safety guidelines for participants and spectators.
- b. Rules are subject to additions/deletions pending new developments in safety
- c. Class rules take precedence when rules differ.
- d. If it doesn't say you can do it, assume that you can't.
- e. These rules are drafted with provision for interpretation by the officers/tech committee, and if needed, the elected officers will have the final say.
- f. If something is in question ask the tech committee.
- g. The tech officials can inspect any car at any time, or order that any part or parts be removed for inspection from any car at any time. If found legal the driver will receive up to \$25.00 to cover expenses.

S.C.R.A. RESERVES THE RIGHT TO DENY ACCESS TO ANY CAR OR PARTICIPANT.

REMEMBER, racing is a dangerous sport. S.C.R.A. assumes no responsibility for any injuries related to this sport. The responsibility falls on the participants to practice safe car construction.

Approval of a car by inspector shall mean only that is approved for participation in a competitive event and shall not construed in any way to mean that is guaranteed mechanically sound, safe or completely legal. SCRA and/or inspector shall not be liable for any mechanically failure nor for any losses, injuries or death resulting from same.

All drivers, car owners and mechanics assume full responsibility for any and all injuries sustained including death and property damage, at any time they are on the premises, or in route to and from the premises.

If there are any questions regarding these rules, please contact Bob Heffer ,
306-741-2400.

Having fun is mandatory!!!!!!!!!!

SCRA TRACK POLICIES AND FINES - 2016

GENERAL APPLICATION

The following rules shall apply to each and every driver, owner, sponsor, mechanic, crew member and/or any other pit personnel (collectively known as participants) participating in any SCRA event. All participants subject to the following rules are expected to know the rules and any claimed ignorance of the rules will not be accepted or tolerated.

SPEEDING IN THE PITS

There is a 5 miles per hour limit each driver has to follow while driving in the pit. If you are seen driving too fast or reckless in the pit area, you will lose your points for that day. No questions asked.

COMPETITOR OBLIGATION

Every driver must inspect the race surface and to race track area to learn of any defects, obstructions, or anything, which, in the driver's opinion is unsafe, and the drivers should report that condition in writing to an SCRA officer. Any driver entering any racing event is considered to have inspected the track and determined that conditions are satisfactory. If the driver does not feel the conditions are satisfactory, then the driver should not race. The driver acknowledges that he is aware that auto racing involves risks and that by competing in an event the drivers accepts the risks with full awareness and knowledge.

FINALITY OF DECISIONS AND INTERPRETATIONS

The decision of SCRA officials, including the interpretation and application of the rules, and the scoring of positions shall be final, binding, and non-appealable. All participants, as a condition of participating in an SCRA sanction event, agree that all decisions of SCRA race officials, or track officials regarding the interpretation and application of the SCRA rules, and the scoring of positions, shall be final. All participants further agree that they will not initiate any type of legal action against SCRA, to challenge such decisions to seek monetary damages, to seek injunctive relief or any other kind of legal remedy. If a participant pursues any such legal action, which violates this provision, then the participant expressly agrees to reimburse SCRA, for all of its legal fees and costs in defending against such action.

RESERVED PARTICIPATION RIGHT

SCRA reserves the right to refuse to accept the entry of any car or participant. Furthermore SCRA reserves the right to revoke or cancel any participant's claimed right to be on the track premised, if it is felt or determined that a participant presence or conduct is not in the best interest of the sport of auto racing, the other competitors, the spectators, track officials, or employees of SCRA.

PARTICIPANT DEFINITION

A participant is any person taking part in any event at SCRA/Living Sky Casino Speedway in any form including but not limited to drivers, sponsors, track officials, pit crew and pit area observers. All such persons shall be considered public figures through their own choice become involved in auto racing events at SCRA/ Living Sky Casino Speedway, with the full understanding he or she must abide by the rules and regulations established and published or announced by the SCRA management. All participants are considered to be responsible for their personal conduct.

DRIVER RESPONSIBILITY

The driver is responsible for the actions of his pit crew in all aspects. The driver shall be the sole spokesperson for his/her car owner and pit crew in any and all matters, and must talk with the chief SCRA or track official in charge regarding their conduct or behaviour.

All pets must be leashed or contained within a vehicle or kennel immediately following the drivers meeting and prior to the commencement of the first heat race.

FIGHTING/ASSAULT/ABUSE OF OFFICIALS OR PARTICIPANTS

Any participant directly involved with any fighting, misconduct, abusive or improper language at any event, in the pits, on the track premises, or to a SCRA official, track employee, or sponsor may be suspended from the next SCRA event, forfeit all track points collected the day of the infraction, money earned for that event and a minimum of \$100.00 fine paid before allowed into the next race event. Unsportsmanlike like conduct by drivers/owners or pit personnel before or during races will be grounds for the same penalties as stated previous.

ALCOHOLIC BEVERAGE AND DRUG POLICY

Consumption of alcoholic beverage by driver or his/her crew in advance of, or while competing in any SCRA race program is strictly forbidden. Any driver showing evidence of alcohol consumption will be required to leave the premises immediately and may be subject to a fine of no less of \$250.00. Use of illegal drugs at any time shall be cause for immediate, indefinite suspension and/or fine of no less of \$ 250.00.

GOOD STANDING

You must be in good standing with SCRA in order to receive any point fund money and/or other awards. Any person who owes money to SCRA, will not be considered a member in good standing and will not race until pending debts and fines are paid in full and all suspensions have been fully served.

PREVAILING POLICY

Any disagreements over technical questions or operations will be resolved by track officials. When their decision is rendered, such decision is final and binding.

DRIVER/CLASS RESTRICTIONS

Regular Drivers The driver that starts the race day finishes the race day unless impeded by illness or medical reasons. Any driver wishing to change cars or engine options, must be qualified to compete in the race for which he/she is changing cars or engine options, and must start at the rear of that race .Once a driver has changed race cars or engine options, he/she must finish the program with that race car or engine. Drivers changing cars, engine options, or provisional drivers cannot claim. Once race cars are staged, no driver/car changes are allowed.

All drivers must become members the first time they race at the Living Sky Casino Speedway.

Age Restriction for the operation of vehicles:

- i) Anyone operating a quad, ATV, motorcycle, golf cart in the pits, must be 14 years of age or over.
- ii) A parental waiver must be signed for a child 14 to 16 years to drive a race vehicle on the track.

ILLEGAL PARTS

Illegal parts shall be any parts or components of a race car, or any alterations or modifications to any such parts or components that do not meet the particular SCRA rules and specifications of the class in which the race car is competing. Disallowed if not allowed: If the rules do not specifically allow a part or component, or do not allow specific alterations or modifications to a part or component, then they are all disallowed. Removal of Identifying Marks: Any grinding, defacing or otherwise removing or obliterating casting marks, casting numbers, or any other identifying marks or numbers on a motor or chassis part will automatically render that part illegal.

TECH

The top 4 cars finishing a feature race are required to stop at tech prior to returning to their pits. In the event a driver neglects to stop at tech he/she will lose their points for the feature race, but are still required to attend at tech. In the event the driver neglects to return to tech after accidentally bypassing it and or being requested to return to tech, they will lose their points for the entire day.

GRIEVANCE

For procedures on grievances refer to the SCRA bylaws.

SCRA Points System and Lineup – 2016

1. For 2016 the race day lineup will be decided by a pill draw for position for the first heat. New drivers or any driver can start at the back as many times as they want.
2. The second heat lineup will be inverted from the finish of the first heat. If you started in Heat A you will remain in heat A for the entire day. If you started in Heat B you will remain in Heat B for the entire day.
3. If you do not start the first heat, you will be placed at the back of Heat 2B.
4. The Feature lineup will be based on the accumulated points for the day with the fastest to the back.
5. In the event of a tie in points for position for the Feature, a pill draw will resolve the tie. The driver that drew the lowest number in the pill draw to start the day will win the position. Example: 7 vs 4 – 4 wins
6. If you receive a black flag, you will lose your points for that race.
7. On a caution, you will be lined up according to the last lap completed as recorded by the transponder system. If the leader has passed the flag stand and the transponder indicates that a new lap has started after the caution is called, this will be considered a lap. Therefore, all cars on the lead lap will be considered to have completed that caution lap. However, any vehicle that is a lap down at the time of the caution, irregardless if they have passed the flag tower during the caution lap, they will be considered to remain a lap down. The lapped vehicle will also be deemed to remain a lap down even if they have passed the lead vehicle but have not completed a full lap prior to the caution. .
8. If you did not start a race, you cannot enter the track after the green flag has been brought out and the race officially started.
9. The length of a heat race will be 10 laps, and shall not exceed 10 minutes, and at the discretion of the flagmen and tower officials.
10. The length of a feature race will be determined by the number of cars.
 - a) The length of the race will be the number of cars times 2 plus 2. However, there will be no more than 25 laps completed, and not less than 15 laps.
 - b) A feature race shall not exceed 30 minutes in length, and at the discretion of the flagmen and tower officials.
11. Should a race run to the time limit due to a high number of cautions or some other reason, the Flagmen have the authority to complete the race by the Green, White, Checkered process.
12. Points received in the heats will be as follows:
 - a) A heat win will be worth 10 points. Each car placing behind the winner will receive 1 less point for each car in order of finish. Example: Heat winner - 10 points, second - 9 points, third - 8 points and so on. The points will roll back by 1 point.
 - b) This point system will apply to each individual heat.
1. Points in the feature will be as follows:
 - a) A feature win will be worth 30 points. Each car placing behind the winner will receive 2 less points for each car in order of finish. Example: Feature winner – 30 points, second – 28 points, third – 26 points and so on. The points will roll back by 2.
14. Payout shall be based on the position in which each driver placed in the Feature as per the 2016 pay schedule. Points accumulated will solely be for the purpose of determining the season champions. Modified cheques can be mailed out or held for pick up the following race day. Streets, Hobbies and Trucks will be paid out in a lump sum at the conclusion of the 2016 race season.
15. All race vehicles must be inside the back gate and signed in by 5:00 pm for a 7:pm start time or by 12:00 noon for a 2:00 pm start time. Any race vehicle not complying as above, will not be eligible for the pill draw and will automatically be relocated to start in last place for the first heat. At the discretion of the back gate officials, and in the event of a lineup entering the back gate at 5:00pm or 12:00 pm, this rule may be waived.

Flagging & Related Rules

Lineup

At the commencement of a race, cars shall be lined up 2 by 2 and side by side – (Delaware start). For a restart following a caution, the leader shall be solo at the front of the pack and in a double file formation as above. If a full lap is not completed after a Delaware restart, another Delaware restart shall take place. After 3 Delaware restarts are done within one heat/feature, cars line up for the 4 restart shall revert to single file.

On a caution, vehicles will be lined up according to the last lap completed as recorded by the transponder system. If the leader has passed the flag stand and the transponder indicates that a new lap has started after the caution is called, this will be considered a lap. Therefore, all cars on the lead lap will be considered to have completed that caution lap. However, any vehicle that is a lap down at the time of the caution, irregardless if they have passed the flag tower during the caution lap, they will be considered to remain a lap down. The lapped vehicle will also be deemed to remain a lap down even if they have passed the lead vehicle but have not completed a full lap prior to the caution. .

Green Flag

- Once the cars are all on the track and in formation, the flagmen at his discretion may give the signal that there is one lap to go.
- The Flagmen may throw the green flag to commence the race when the lead cars are in the middle of corner 4.
- Any vehicle that jumps the start shall bring out a caution and be sent to the back of the pack.
- No car shall be allowed to pass another car on the start of the race prior to clearing the flag tower. This also applies to restarts.
- If a car did not start a race, it cannot enter the track after the green flag has been brought out and the race officially started.

Passing:

When passing another vehicle for position, the vehicle doing the passing shall be considered to have the right of way once it has it's "A" pillar past the front bumper (nose cone) of the other vehicle.

2 Spin Policy – Mechanical Flag v. Flying Black:

If a car spins out twice during a heat/feature race and both times causes a caution to come out, that car will be black flagged for that race. The Flagmen have the discretion to throw a mechanical flag if they believe the spins are attributable to track conditions or a mechanical issue to have the driver leave the track. They should also radio that the driver is not to return to the track for that race because of the 2 cautions being brought out. This way the driver will receive a DNF and retain last place points rather than a flying black which will indicate loss of all points for that race. The Flagmen may want to throw the flying black if they believe that the driver is out of control or is driving in a dangerous or reckless manner.

Spin on Last Lap:

In the event a car makes contact with another car on the white flag lap, and causes it to spin and/or lose position, the offending car that initiated the contact shall be issued the flying black flag at the discretion of the flag tower, and result in a disqualification for that heat or feature.

Cars Leaving the track:

Any vehicle may leave the track during the race for any reason, and may only be allowed to re-enter the race at the discretion of the flagmen and when safe to do so.

Any vehicle that leaves the track by any direction other than the off ramp exit, will not be allowed to return to the track during the race in which they incorrectly exited and will be considered to have not finished the race (DNF).

Red Flag to Stop the Race:

In the event of a serious accident, the red flag may be thrown to stop the race. All drivers shall then stop their cars where they are as far away from the accident as possible and out of the path of the emergency vehicles. Any vehicle that leaves the track during this time will be considered as a DNF and not allowed to return to the race upon it restarting.

Race Length Parameters:

The length of a heat race will be 10 laps, and shall not exceed 10 minutes.

The length of a feature race will be determined by the number of cars.

- a) The length of the race will be the number of cars times 2 plus 2. However, there will be no more than 25 laps completed, and not less than 15 laps.
- b) A feature race shall not exceed 30 minutes in length, and at the discretion of the flagmen and tower officials.

Should a race run to the time limit due to a high number of cautions or some other reason, the Flagmen have the authority to complete the race by the Green, White, Checkered process.

Abuse of Officials:

Definitions:

Disqualification (DQ):

- a) If a driver is disqualified from a heat race or feature race they will lose their points for that heat or feature. In this event, the position and points that were forfeited by the DQ'd driver will be treated as though that driver never ran the race and the other drivers will all move ahead in points and position.

Did Not Finish (DNF):

- a) If a driver is unable to complete a heat race or finish, they will retain the appropriate points for the position in which they were deemed to have finished.

Hand Signals by Flagmen:

2. Hands being moved together and apart in a sideways motion short of clapping indicates to the drivers to tighten up the field.
3. Hands being moved together and apart in a top to bottom motion short of clapping indicates to a single driver that they have a flat tire.
4. A hand sweeping in the direction of the off ramp or exit indicates to a driver that they are to leave the track. The flagman may also indicate this with a rolled up flag in his hand.
5. A hand being moved in a circular motion will indicate to a driver to pick up the pace and get in with the rest of the pack because the green will be coming out. The flagman may also indicate this motion with a rolled up flag.
6. The flagman crossing his hands over each other (perhaps with fingers pointed), and then crossing over the other way indicates for two cars to switch spots. This signal should not be necessary as this should be conveyed through the radios.
7. The flagman making a pushing motion with his hand towards the back of the track during the packing process or a caution, indicates that the drivers need to head to the top of the track.
8. The flagman may hold his hand in the air with one finger held up to indicate that there is 1 more trip around the track before he plans to throw the green flag. Holding up the rolled green and moving it lightly back and forth will also indicate that he is about to throw the green.