



2010 Race Procedures

(For Standard Events - Subject to Change)

All Official's Decisions are Final and Non-Litigable

1. **Pre Race:** Any car not on the starting grid when driver introductions begin will have to start at the tail of the field. Once the field has been gridded, any car that goes to the pits will be placed at the tail of the field. Once the green flag has been displayed and the race has started, no driver may change cars or use a backup car.
2. **Initial Start and Re-Starts:** On all starts and re-starts the green flag will be displayed when the leader is between turns 3 & 4. There will be no passing to the left until the start finish line.
3. **Yellow Flag:** There will be no racing back to the caution. When the yellow flag is displayed, **the field is frozen** and all cars must hold their position. Any disputes in track position will be resolved by a call from the tower officials, or if necessary, revert to last completed lap scored. In the first 75 laps of a race only the first 3 laps of caution will be scored. **Caution laps do not count in the last 25 laps of the race.** 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**. Any driver who attempts to bring out a caution or intentionally causes a caution will be assessed a 1 lap penalty. Cars must take the checkered flag on the racetrack in order to claim the win. Any shortened event due to rain, track conditions or curfew at one lap past half way will be considered a complete race. Any car causing 3 cautions will be sent to the pits for the remainder of the event.
4. **Last Lap Caution:** **Once the white flag has been displayed**, and a caution situation arises, we will be racing back to the checkered flag. The yellow light and yellow flag will be displayed along with the green light and white flag, to inform teams there is a situation on the track, but the next lap will be the finish of the race at the checkered flag. (Only a red flag will be cause for a restart after a white flag.)
5. **Cars Involved in the Caution:** Only the car(s) directly involved in bringing out the caution will go to the tail of the field. All cars that spin or stop as a result of the initial cause of their 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. The race director exclusively will be responsible for determining responsibility for the caution and any cars penalized by moving them to the tail.
6. **Pit Road Speed:** Utilize a safe speed when coming to and going through the pit area. We will try to allow enough time for you to get a quick tire change during a caution in the race if necessary and approved.
7. **Red Flag:** All cars must stop as quickly and safely as possible when the red flag is displayed. Drivers may go to the pits for crews to work on their cars, but only **after** the officials have given them permission to do so. All cars that go to the pits under red must re-start at the tail of the field. All work must be done in the pits as crews may NEVER go on the track!!!
8. **Black Flag:** Cars that receive the black flag must go to pit road immediately. If you do not go to pit road, your scoring will stop until the situation is rectified. Check with your spotter for guidance from race control.
11. **Restart Line-Up:** Restarts will always take place in between turns 3 & 4. The restarts will be single file re-starts with lapped cars maintaining their position or dropping all the way to the tail. If a lapped car lets ONE lead-lap car go around under caution, they must let ALL lead lap cars around them under caution.
12. **Slow Cars:** Slow cars must stay on the bottom during restarts and in the presence of lead lap cars during the race. On restarts, lapped cars that have no legitimate shot of getting their lap back and create problems for lead lap cars may be penalized with a stop and go penalty. Lapped cars should let the leaders go by on the outside and then resume racing. Lapped cars that fail to stay low, and are repeatedly passed on the inside 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.
13. **Cautions/Restarts in the last 10 laps:** Any re-start in the last 10 laps will be single file with the lead lap cars in front, and all other cars in the order they were on the track, behind them.
14. **Spotters:** Spotters are required to be in the designated spotters stand at all times during the weekend that their car is on the track. Spotters must have the ability to listen to race control via a standard electronic scanner at all times during the event. **The frequency is 468.8625.** Spotter must have their team's car number in full view on their visible clothing.
15. **Post Qualifying:** The top 6 cars will go to tech and re-draw for their starting spot immediately after tech.
16. **Post Race:** The top 3 finishers and the top finishing rookie must go to the front-stretch immediately following the completion of the race. Teams may take tire temps and air pressures, but no jacks will be allowed. Besides the items outlined previously, no crewmembers may touch the car. Crews may work on the cars only when directed to by officials.