

## SPEED TOUR SPRINTCARS 2023+



### SECTION 4 – RACE PROCEDURES

**4.1 PIT MEETING** - A pit meeting will be held before the event. All drivers should attend the pit meeting. If the driver cannot make the meeting, they must send a representative for the car. If that is the case, once the driver arrives it is on them to check in with the Race Director on any questions they may have. The meeting will include discussion on the designated restart area; changes in the standard program; any precautionary, safety, etc., items the race officials may want to explain or clarify; other issues as needed.

#### 4.2 STANDARD PROGRAM

4.2.1 **Changes in the Program** - When circumstances occur, the Race Director and Pit Steward with track personnel will have the authority to change the program to suit the occasion.

#### 4.3 DRIVER QUALIFICATIONS

4.3.1 **Who Decides Driver Qualifications** - The Race Director and SPEED TOUR officials will decide driver's qualifications.  
4.3.2 **Rookies** – Rookie status will be determined by the amount of experience in like cars. Rookies will declare to the Race Director that they are a rookie and will start in the rear of the field. If the driver feels confident that they should not be considered as a rookie, they can talk with the Race Director. That driver can then be given the opportunity to start in their position for the Heat race and be evaluated.  
4.3.3 **Identifying Rookies** - Inexperienced drivers shall have an I.D. mark or flag on the rear of the car so others know.  
4.3.4 **Repeat Driving Problems** - Any driver continually getting into trouble may be required to start in the rear of his races until they have proven they can control their car. The Race Director will make that decision and inform the driver if they are required to start at the rear of the field.

#### 4.4 SUBSTITUTE DRIVERS

4.4.1 **Time Trials** - Driver changes are allowed during time trials, but each car will be permitted only two qualifying laps total.

- 4.4.2 **Notifying Officials** - Substitute drivers must notify the Race Director or a SPEED TOUR official before the start of an event or points will not be awarded for that event.
  - 4.4.3 **Replacement Driver** - Cars being driven by a replacement driver will start at the rear of the field, "scratch".
  - 4.4.4 **Main Event** - There will be no driver changes after one lap of the Main Event has been completed.
  - 4.4.5 **Back-Up Car** - You may not change cars during any event after the green flag has been displayed. Drivers switching to a back-up car after qualifying will start at the back of the event, "scratch".
- 4.5 FLAGS** - All drivers shall be responsible for being aware of flags as represented by the SPEED TOUR officials at any time on the racing surface.
- 4.5.1 **Green** - Green indicates the start of an event. Any car taking the first green will be considered officially started and will be scored accordingly.
  - 4.5.1.2 **One Lap to Green** - The starter will hold up one finger to indicate the green flag will be displayed on the next lap. The Race Director will also inform the drivers over the radio. No scrubbing tires after one lap to green. If the start is not to the satisfaction of the Starter or Race Director, the drivers will be notified over the radio and the yellow flag will come out.
  - 4.5.2 **Yellow** - Yellow flag means caution for the entire track. There will be NO racing to the yellow flag. Cars will maintain position and will not pass. The driver of the lead car will hold the pace the Starter wants, and the rest of the field will form a single line behind the lead car. Passing under the yellow flag is permitted only by permission of the Race Director.
  - 4.5.3 **Red** - The red flag means stop, **SAFELY**. Drivers will bring their cars to a safe, controlled stop as soon as possible.
    - 4.5.3.1 **Crew Members** – Up to 4 crewmembers per car may be allowed on the track under a red flag. Anyone entering the track MUST get approval from a SPEED TOUR official before entering. Crews may make adjustments with hand tools ONLY. A jack is not considered a hand tool.
    - 4.5.3.2 **Refueling** – IF approved by a SPEED TOUR official, cars will be allowed to refuel on track. The driver MUST be out of the car when refueling. Fueling with the driver in the car may result in a \$100 fine.
    - 4.5.3.3 **Tire changes** – Tire changes on track are not allowed unless approved by the Race Director. If a tire is changed on the track that car will start at the rear of the field. Same as if they went to the pits to change it.
  - 4.5.4 **Black** – The black flag means pull off the racecourse using due caution IMMEDIATELY. Failure to adhere to the black flag will result in the car not being scored for the remainder of the event.
  - 4.5.4.1 **Rolled up Black** - A rolled up black flag will indicate a warning for aggressive driving from the Starter. A second offense will be a rolled up black as well as radio communication from the Race director. The third offense will be a black flag and the driver will be directed to leave the track.

- 4.5.4.2 **Aggressive Driving** – Aggressive driving is defined as any action that is detrimental to the other cars/competitors/track personnel. Examples can be blocking, erratic car control, intentional contact, etc...
- 4.5.5 **Blue/Yellow** - This flag is either a complete restart because one lap did not get completed or the "hold your position flag".
- 4.5.6 **White** - The white flag indicates the start of the last lap of the event. If the Starter misses displaying the White flag the next lap will be checkered. The event will NOT be extended if the White is not displayed.
- 4.5.7 **Checkered** - Checkered flag indicates the end of the event. All cars are expected to SAFELY exit the racetrack.

## **4.6 RACE FORMAT**

### **4.6.1 Practice Laps**

- 4.6.1.1 **General Safety** - No car can be fired until the driver is fully attired in the safety gear listed in Section 2 of the Rulebook.
- 4.6.1.2 **Permission** - All cars accessing the track must have permission from a SPEED TOUR official before entering the track.
- 4.6.1.3 **Number of Cars** - The number of cars allowed on the track will be determined by the Race Director as well as the number of laps in each session.

### **4.6.2 QUALIFYING**

- 4.6.2.1 **Position** - Qualifying position will be inverted off the second practice session. If the car does not run the second practice session, then they will be expected to qualify first. The Race Director may allow for a car to qualify last if they are having mechanical issues. The Race Director will make that decision. Failing to qualify in order of listed could result in only receiving one qualifying lap. The Race Director will make that determination.
- 4.6.2.2 **Number of Laps** – The number of warm up laps will be addressed at the Pit Meeting. Once the green is displayed it will be Green, White, Checkered. Cars are expected to exit the racetrack immediately unless instructed otherwise in the Pit Meeting. If a car takes one lap and leaves the track, the second lap may be taken only after all have qualified and only if time permits. The Race Director will make that decision.
- 4.6.2.3 **Tech** – The number of tires marked will be announced at the pit meeting and marked as cars present to qualify. Also, while in line for qualifying the driver may be notified by a SPEED TOUR official to report to the tech area immediately after qualifying. The car must report directly to the tech area. If any part of the car pulls into their pit then they will be disqualified from qualifying and will start "scratch" in all events.
- 4.6.2.4 **Cars Not Qualifying** – Cars failing to qualify will be allowed to start "scratch" in all events.

### **4.6.3 LINE-UP**

- 4.6.4 **Vacancies** - If a vacancy occurs in the field a new lineup will be made by "crisscrossing" the starting positions behind the scratched car position.
- 4.6.5 **Determination Of "Scratch"** – In the pit meeting the Race Director will

communicate what the cut off is to be considered “scratch”. For MOST tracks, any car qualifying 1 second or more off quick time will be required to start “scratch”. The Race Director has the option to modify that if necessary for larger racetracks. If it is different, it will be communicated prior to qualifying.

- 4.6.6 **Call Out** - Drivers not meeting the call to line up for any event may be instructed to start at the rear, “scratch”. Officials will not be required to wait if cars are not ready when their race is called up.

#### **4.7 TROPHY DASH**

- 4.7.1 **Participation** - If requested 1 or 2 Trophy dashes may be run at the track’s discretion. Participation in the Trophy dash is MANDATORY. Failure to start the trophy dash will result in a loss of qualifying points.

- 4.7.2 **Tires** – Cars DO NOT have to run their marked tires in the trophy dashes. Tires may be swapped with any other tire.

- 4.7.3 **Format** – 5 cars will be present for the Trophy Dash. An alternate car will be in the back of the field. When the 1 to go is given the alternate will pull off. If one of the 4 cars drops out, then the alternate will start on the pole.

#### **4.8 HEATS**

- 4.8.1 **Number Of Heats** – The number of heat races ran will be determined by the number of cars at the event. No more than 8 cars will be started in a heat race. The Race Director may alter that, if need be, for time purposes or at tracks request.

- 4.8.2 **Cars Not Qualified** - If a car fails to qualify it will be given the position of the slowest qualifier and will start at the back of its heat race. Should multiple cars fail to qualify, drawing order will decide their positions.

- 4.8.3 **Format** – Heat race order will be staggered off qualifying. Fast time will always start in the last heat race. EXAMPLE: Three Heat race format- #1 Qualifier starts last in Heat #3, #2 Qualifier starts last in Heat #2, #3 Qualifier starts last in Heat #1, #4 Qualifier starts next to last in Heat #3, and so on.

#### **4.9 STARTS**

- 4.9.1 **Push Off** – In the pit meeting it will be directed on how all races will push off. Once cars have started to be pushed all cars are to remain high and be mindful of the push vehicles. Once all cars have been fired the Race Director will instruct all cars to get single file. Scrubbing tires is not permitted while lineup is being set. The Race Director will instruct cars to get into their positions, single file.

- 4.9.2 **Pre-event Warmups** - When all cars are on the track, and in the correct starting order, Race Control will instruct drivers to either scrub the tires or signal for warm-up laps to begin if necessary. Drivers shall maintain their correct positions during warm-up laps (no passing). When warm-up laps have been completed, the yellow flag will be displayed, and Race Control will instruct to double file the field.

- 4.9.3 **Setting the Pace** - The front row is expected to set a consistent pace on initial starts. On Restarts the leader sets a consistent pace coming to the green. Any car failing to comply will be warned by Race Control and if not compliant may be directed to go to the rear of the field.

- 4.9.4 **Initial Start** – On the initial start the Starter starts the race somewhere in the restart zone. The front row is expected to be side by side at an even pace until the green is displayed. Once the green is out the entire track is green.
- 4.9.5 **No Fault Restart** – If for any reason one lap does not get completed in any event the Race Director has the option for 1 no fault restart, regardless of involved. Only cars that enter the pit area will start at the rear. All others will assume their original starting position. If a second caution comes out before completing a lap those cars involved will start in the rear.
- 4.9.6 **Jumping The Start** - Anyone pulling out of line or jumping the start before the leader takes off may be sent to the rear of the field at the discretion of the Race director. NOTE: the starter at the pit meeting will define the starting area on the track.
- 4.9.6.1 If there are two false starts the Race Director may send one or both front row cars to the rear of the field.
- 4.10 RESTARTS**
- 4.10.1 **Heat Race Restarts** - Cars will be in single file for any restart that occurs after completion of the first lap of the event. Lapped cars may keep their position on the track but may elect to go all the way to the rear of the field.
- 4.10.2 **Main Event Restarts** - Main event re-starts will be double file determined by a cone restart. The leader starts the race. Any car that was considered involved in the cause of the caution and any cars in the pits may not take the cone and MUST start on the INSIDE line. Lapped cars ARE eligible to take the cone.
- 4.10.3 **10 or Less to Go** - With ten or less laps remaining in the main event the lapped cars will be sent to the rear of the field and the restart will be single file, nose to tail. Same restart rules as the heat restarts.
- 4.10.4 **One Lap to go** - A green flag per normal procedure will restart a restart of any race event that has only one lap left. A white flag will appear on the next lap and a checkered flag on the following lap. It is recognized that an extra lap has been added to the event in such a case.
- 4.10.5 **Line Up** - The restart lineup will be constructed based on the completion of the previous green flag lap except that any car(s) deemed involved in the cause of the caution or any cars that enter the pits will be at the rear of the field.
- 4.10.6 **"Involved" Rule** – When the Yellow or Red flag is displayed, SPEED TOUR officials along with track personnel will determine the initial cause of the caution. IF it is clear what the "initial action" was to bring out the caution then the offender(s) will be the one(s) charged with the caution and sent to the rear. Any other subsequent "contact" from other cars that were involved, those cars will get their positions back. If it is unclear or not fully seen by the officials, then ALL cars involved will be charged with bringing out the caution and sent to the rear.
- 4.10.7 **Leaving the Track** - Any car leaving the track to enter the pit area during a yellow or red flag period will not lose any laps if the car returns to the track prior to the "one lap to go" signal from the starter. But will start at the rear of the field.

- 4.10.8 **Pulled For Safety** - If a car has been flagged into the pits for a suspected unsafe condition that has then been deemed safe without any work having been done to the car it will then be allowed to retain its racing position upon restart of the race. The Race Director will make that decision.
- 4.10.9 **Re-Entering the Track** - Any car that is not on the track prior to the "one lap to go" signal must wait in the pit area until the next restart and will lose those laps that are run under the green flag.
- 4.10.10 **Restart Line** - In the pit meeting it will be communicated what the restart area is for the track. There will be visible markings or landmarks as to where that zone starts and where it ends.
- 4.10.11 **Race Leader** – On restarts the leader starts the race in the restart zone. Once the car reaches the front of the zone they may choose to accelerate and start the race. The second-place car MUST wait for the leader to start the race or the Starter to throw the green flag.

#### **4.11 MISCELLANIOUS**

- 4.11.1 **60 Second Rule** – Only in the main event and ONLY IF TIME ALLOWS, the Race Director may grant cars entering the pits an additional 60 seconds to complete repairs and return to the track. This 60-second clock starts once the line-up is determined good and the race is ready to begin. Again, this rule is at the discretion of the racetrack. If SPEED TOUR officials are told there isn't time in the program, then this rule will not be applied.
- 4.11.2 **Officials Caution** – At any point it may be necessary for the officials to throw a caution for any number of reasons. If an officials caution comes out, then the restart will be a single file.

#### **4.12 RACE COMPLETION**

- 4.12.1 **Race Completion** - The race is completed when: (a) the scheduled number of racing laps have been completed, or (b) more than 50% of the scheduled laps have been completed and the race is terminated and cannot be restarted.
- 4.12.2 **Final Standings** - Final standings will be determined by the sequence in which the cars completed the event. Cars not completing the event will be ranked in order by total laps completed and sequence of completion.
- 4.12.3 **Ruling a Race complete at Red Flag** - If a race is stopped by the use of the red flag and is ruled complete, final standings will be determined by ranking all cars in order by total laps completed and sequence of completion through the last official race lap with the exception that cars causing the stoppage will be put at the back of the field. Finishing order will be the same as the lineup if the race had restarted.
- 4.12.4 **Indecision of the Scorers** - In the event the scorers are unable to conclusively determine any difference in physical sequence of two or more cars, SPEED TOUR officials are empowered to declare a tie for the positions involved. The officials' decision as to whether to declare a tie is not up for protest.
- 4.12.5 **Top Five Finishers** - The top five finishers of the main event and any other car(s) designated will report to the tech area immediately following the finish, unless instructed otherwise by Race Control. Most events, the top 3 finishers stop on the start/finish line before reporting to tech and 4-5 report directly to tech.

4.12.6 **Failing to report** - Failing to report immediately to the tech area will result in disqualification from the event, loss of monies and points. Fuel, C.I.D. or rule infractions will carry the same penalty.

#### **4.13 WEIGHING PROCEDURES**

4.13.1 **General** - Cars may be weighed and or teched at any point in the event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirements.

#### **4.14 PROTESTS**

4.14.1 **Who may Protest** - Any driver or car owner competing in the program may protest any finishing position as determined by the lap scorers, by contacting the Race Director within 30 minutes of posting of the finish. In the case of a protest, the positions involved will not be paid until the protest has been settled. Engine and Chassis protests must be submitted in writing PRIOR to the start of the main event to the Race Director.

4.14.2 **How to Protest Engine conformity** - Any driver or car owner wishing to protest another contestant's engine conformity must deposit \$100 with the Race Director and provide a gasket set of like quality if the protest requires tear-down, along with a signed request within one-half hour after the completion of the racing program. If the protest requires just a visual inspection of the car, no gasket set is required. If the car is illegal, the deposit will be returned and the guilty car owner will forfeit all money and points for the race and may be fined, suspended, or both. If the car is legal the deposit will be paid to the owner of the car protested. The existing \$100 deposit for teardown is also applicable to pumping an engine for C.I.D in the event of a protest.

4.14.3 **Chassis Protests** - Any driver or car owner wishing to protest another contestant's chassis conformity must deposit \$100 with the Race Director. The protest must be detailed to the exact rule in question.

4.14.4 **Legal Protest** – If a protest is submitted before the main event and deemed a legal protest the Race Director will notify the car being protested AFTER the Main event. At that time the Protested car AND the Protesting car will be impounded for legality. The Protesting car must pass tech before the protest can be finalized.

4.14.5 **Decisions** - If a protest cannot be decided in a reasonable time frame following the event it will be decided by the SPEED TOUR management within 72 hours after completion of the protested event.

4.14.5.1 Excepting 1, 2, and 3 above, all officials' decisions are final and are NOT protestable.