



Schedule & Race Procedures

Friday, January 24

10:00 Pits Open
 11:00 Pre-Tech open for Late Models
 12:15 Drivers Meeting
 1:00 Late Model "Open" Practice
 (Rotating ½ hour sessions
 Pros then Supers)
 4:30 Pre-Tech closes for Late Models
 5:00 Local Practice/Qualifying Begins
 5:00 Super Late Qual. Tire Selection
 7:00 Local Race Program Begins

Saturday, January 25

9:00 Pits Open
 10:00 Super Late Race Tire Selection
 11:00 Pro Late Tire Selection
 11:00 Pro and Super Drivers Meeting
 12:00 Pro Late Model Practice #1
 12:45 Super Late Model Practice #1
 1:30 Pro Late Model Practice #2
 2:00 Super Late Model Practice #2
 2:15 Pro Late Qual. Tires Released
 2:30 Pro Lates to Qualifying Tech
 2:30 Practice Ends
 2:45 Super Late Qual. Tires Released
 3:00 Super Lates to Qualifying Tech

4:00 Pro Late Qualifying
 4:30 Super Late Qualifying
 5:00 Spotters Meeting CRA Trailer
 5:30 Driver Introductions
 (Both Divisions)
 6:00 Racing Begins
 JEGS Tour/Pro Late Model
 100 Lap Race
 ARCA/CRA Super Series
 SpeedFest 200 Presented by
 Racecar Engineering

Tire, Qualifying and Race Procedures

Tire Procedures:

You must start the race on the tires you qualify on (unless you run the last chance race). **Supers** will be allowed 8 tires in your pit area for the race, 4 marked tires that can only be changed during controlled cautions, and 4 marked or unmarked tires for approved flats for any time during the race. **Pro's** will be allowed 4 tires marked or unmarked tires in your pit area during the race for approved flats for any time during the race. Flats changed under green are automatically approved. You may not use tires from another team, used or new. Officials will be inspecting the tires you have in your pits before and after the race, as well as tracking your usage during the race. We will not tolerate any attempts to circumvent these rules. Tires used during the race must have been purchased at the event. Super teams can take race set out of impound during the 30 minute 2:00 practice on Saturday to use for practice or to scuff. A pit stop is only required in the Super Late race. Any violations in tire procedures will result in a 2-lap penalty per tire. Tire selection will be the qualifying draw order for each division. **A maximum of two (2) tires may be changed per caution period with the Supers.**

Qualifying Procedures:

Qualifying procedure will consist of one complete warm up lap and two consecutive laps for qualifying. Once you take the green flag that is your only attempt to qualify in that round. A blind draw (to conclude at 10:00 am on Saturday) will determine qualifying order and tire selection. If you do not qualify in your proper drawn position, you may not start in the top 15, and will only receive one warm up lap and one qualifying lap and will not receive awards for your qualifying effort.

Supers Starting Field: 1-20 from Qualifying, 21-22 top two highest not already locked in from CRA 2020 Owner Points, 23-26 top four finishers from 25 lap Last Chance Race. **(Super cars locked into the feature will be impounded after qualifying until their race on Saturday)**

Pro Starting Field: 1-20 from Qualifying, 21-22 from 2020 CRA Owner Points, 23-26 from 15 Lap Last Chance Race **(Pro cars locked into the feature will be impounded after qualifying until their race on Saturday).**

Fast Qualifier will draw for an inversion from 5 to a possible 10 for the Pro Late Model Race. Super Race will start straight up. Promoter may add additional Starters at half starting pay.

Controlled Cautions

This event will use Controlled Cautions. Controlled Cautions will consist of a 3-Lap NON-COUNTING grace period. When a team pits under a Controlled Caution they will not lose a lap as long as they return to the track in the designated 3-Lap grace period. That 3-lap grace period is only the first three laps that pit road is open. After the grace period, cars will lose positions and laps. Any car that pits and does not return to the track prior to the field receiving the "two to go" signal must restart at the tail of all cars. When pitting under a Controlled Caution, the cars that pit will return to the track in the same order they entered the pits, relative to the other cars that pitted, and will line up behind the cars that did not pit, as long as they return to the track within the stated 3 lap window. Any car that returns to the track AFTER that 3-lap window will not get their position back, will begin losing laps and must fall to the tail. The NON-COUNTING grace period will be used for every caution period unless NO CARS come down pit road the first time by that the pits are open. A Competition Caution will be thrown at the conclusion of any 75 lap green flag run. A Competition Caution will not be thrown in the last 10 laps of the race. Pit stalls in the X will be assigned by qualifying results.

(See Reverse for Race Procedures)

Race Procedures:

1. **Initial Start:** On the initial start the green flag will be displayed when the leader is at the start line coming off of turn 4. Cars must stay in line until the finish-line. No jumping a start or passing before the finish line. If a green flag lap is not completed, there will be a total restart with all cars back in their original starting position except for any cars that are penalized or cars that pit.
2. **Yellow Flag:** There will be no racing back to the caution. When the yellow flag is displayed all cars must slow to a caution pace and bunch up as quickly and as safety allows, so safety crews can work on track. All cars must get single file and stay single file. If a yellow or red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart. The event is completed after three green, white, checker restarts. **Yellow flag laps count the first 175** (excluding the yellow flag laps during the Controlled Caution periods) **in the Super race. The Pro race is 100 laps not counting yellows.** A rolling red could be called if there are excessive yellow flag laps during a caution period, cars will not stop, but laps will not be counted until the race goes back green. A Competition Caution will be thrown at the conclusion of any 75-lap green flag run. A Competition Caution will not be thrown in the last 10 laps of the race.
3. **Cars Involved in the Caution:** Only the car(s) directly involved in bringing out the caution will go to the tail of the field. Any cars that spin or stop, but were not directly involved with 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. The race director exclusively will be responsible for determining responsibility for the caution and any cars penalized by moving them to the tail. Cars stopping on the track to create their own caution will receive a two-lap penalty.
4. **Pitting Procedure:** You must stay single file behind the pace car during the cautions. All cars pitting may pull down to the inside to pit, only after the pace car and you have crossed the start finish line. You cannot pass the pace car to pit until you pass the middle of the turn you pit in. The pace car driver will try and help motion you into the pits at that line in the center of the turn. You must be past the stop and go man before the pace car gets back to that line in middle of your turn to not lose a lap. Do not disregard the Stop and Go Man at the end of your pit road. The pit road speed limit is 30mph, if a car goes over the limit, they will be black flagged for a stop and go penalty. **A maximum of two (2) tires may be changed per caution period.** If more than two tires are changed, a 2-lap penalty will be charged per tire.
5. **Pit Stops:** Use common sense on number of people used on a pit stop. Any pit stop technique or practice that is not traditional in nature will not be allowed. ALL cars may come to the pits the first time by that the pits are open for them. **Turns one and two: enter pits from turn two, exit pits from turn one. Turns three and four: enter pits from turn four, exit pits from turn three.**
6. **Pit Road Speed:** The pit road speed limit is 30 mph, if a car goes over the limit, they will be black flagged for a stop and go penalty. Cars may not pass the pace car at any time (unless directed to do so by the race director).
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.
8. **Black Flag:** Go to your pit. Your scoring will stop until the situation is rectified. Check with your spotter.
9. **Restarts:** Restart Line-up will revert back to the last completed lap with any penalized cars or cars that pit going to the tail. Restarts will always take place at the start line coming off of turn 4. The restarts will be double file with lead lap cars in front of lapped cars in the order the cars were running on the track. Cars will double up as they reach the finish-line when given the two to go signal in the order they are running. Leader gets choice of inside or outside, everyone from third on back lines up how they are running. **Other than the first two cars, cars in the odd number restart positions will ALWAYS restart on the inside.** The leader should gradually and steadily increase his speed after the pace car has dropped off in the backstretch. Leader's car should hit the start line first when coming to green. No slowing, weaving, brake checking or decrease in acceleration once the pace car leaves the field. The MINIMUM restart speed will be 45 mph and will be established under pace laps. If a green flag lap is not completed before a yellow comes out all cars should go back to their prior position except for any cars that are penalized or cars that pit.
10. **Wave Around:** At the end of any caution period, any cars that are at the tail of the lead lap, behind the pace car, but in front of the race leader will be directed to pass the pace car and return to the tail of the lead lap cars, thus ensuring that the leader of the race will always start the race at the head of the field. Cars using the "Wave Around" may NOT pit during that caution period
11. **Lucky Dog:** At the time the caution comes out, the first car behind the leader 1 lap down will be deemed to be the Lucky Dog (as long as they are not the cause of the yellow). The Lucky Dog will stay in their position throughout the caution period (Lucky Dog may pit if they elect to), until directed to pass the pace car or drop to the tail of the field and have your lap added manually. **Lucky Dog must always restart on the tail of the entire field.** No Lucky Dog in the last 10 laps of the race.
12. **Slow Cars:** Slow cars must stay on the bottom in the presence of lead lap cars during the race. Lapped cars that create problems for lead lap cars may be penalized. Lapped cars should let the leaders go by on the outside and then resume racing. **Lapped cars that 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 they have been passed by the leader.
13. **Two Scoring Systems:** Transponders will be used for scoring. Teams must return the transponder to a scoring official before leaving (\$400 Penalty if not returned). There are also 2 scorers in the tower doing lapped cars and line scoring.
14. **Spotters:** Spotters are required to be in the designated spotters stand during racing activities. Spotters must have the ability to listen to race control via a standard electronic scanner at all times during the event. The frequency is **467.7875**. Drivers should keep your spotter's patient and polite; spotters keep your drivers the same.
15. **Post-Race:** The top five finishers must go to the front-stretch immediately following the completion of the race. Crews may touch the cars only when directed to by series officials.

(Please Note: Race officials have the right to alter the rules or procedures at their discretion for cause or to ensure fair competition.)