

Tucson Speedway

2018 Track Rules, Regulations & Procedures

Tucson Speedway and START-Tucson welcomes all drivers and pit crews to our track. This is a set of track rules and regulations that need to be read by YOU and YOUR pit crew members. Drivers are responsible for their crew members, family and friends complying with these track rules. Our officials will be fair and patient with your issues as long as you follow the guidelines in this document. We want you, your family and fans to enjoy yourselves and your adherence to these guidelines, will ensure you are doing your part.

Driver Training Any persons wishing to race who have not raced before must go through an orientation period that includes an orientation and at least 2 hours of on track time. The driver must be signed off by track promoter before being allowed to compete.

Pit Passes When you arrive at the track, you will sign in at the Pit Gate Registration Office and sign the designated forms, pay the entrance fee and receive your pit pass. You must display the pit pass at all times while in the pit area. Anyone caught in the pit area without a pit pass or giving the pass to someone else will be ejected for the night. The race team they are with will also be held responsible and ejected for the night and/or not paid.

Drivers Meeting You must attend or have someone represent you. If you have any questions, please ask them at the drivers meeting or before the 1st race. There should be no unanswered questions by the end of the drivers meeting.

Communication All Classes - Super Late Model (SLM), Modified (Mod), Pro Stock (PS), **Outlaw** Late Model (OLM), **Super Trucks** (T), Hornets (H), **Hobby Stocks** (HS), Mini Stock (MS) drivers must use a transponder. Communication is required for all classes. Two way radio communication is required to have a spotter while on the track racing. Race Receivers will require one way communication from the tower.

Pill Draw and Driver Check-In All drivers MUST check in after arrival when asked to do so. Any driver arriving after the drivers meeting will start last in the first available heat race. If unable to start last in the first available heat race they will scratch the heat race. If the car is in a qualifying division they will receive their slowest lap. Either DRIVER and/or CAR must be present AT TIME of check-in.

Pit Stalls Car owners may reserve a pit stall on a seasonal basis. Each pit stall will rent for \$ 125 per season. The person who reserved a stall last season has first choice for that stall this season. Stalls may be reserved anytime on a first come basis. If you do not reserve a pit stall, pit stalls may be taken on a first come basis. **NO Electricity is provided.**

Motorhome/Camp Trailer Parking: An annual storage fee of **\$500.00** will be charged for leaving a Motorhome/Camp Trailer at the track for the season. **No electricity is provided.**

Car Numbers Car owners may reserve car numbers for \$ 25 per season / per class. The car owner who reserved a car number in a class last season has the first right to the number for the upcoming season. Duplicate car numbers are not allowed and if not reserved last season they will be reserved based on the highest finish in the prior seasons points standings.

Membership/Licenses Drivers MUST become NASCAR Licensed. NASCAR memberships are optional for others including: crew, family, etc. (NASCAR Licenses/Memberships are recommended for all persons entering the pit area). Legend & Bandolero drivers must be **INEX Members** with no grace period.

Drugs or Alcoholic Beverages NO alcohol is allowed in the pits before or during the races. If caught, you will be ejected for the night. If you or any of your pit crew members choose to purchase any alcoholic beverages from the bar, you will not be allowed back into the pits until the race night is completed. Drivers/crew may be tested at anytime. Alcohol is allowed in the pits after the finish of the last feature race. **NO DRUGS ALLOWED AT TUCSON SPEEDWAY. ZERO TOLERANCE POLICY.**

Driving in Pits NO SPEEDING either coming off the track or in the pits. The SPEED LIMIT IS **FIVE (5) MPH**. If a car is caught speeding, you may be asked to leave.

Staging Area All cars stage in the designated area prior to racing, once the pit steward makes the first call. If you do not stage on time, you will start scratch. If the light is green GO. If the light is red DO NOT GO. Enter in order. If unable to start car under own power you will tag the field.

Starts and Re-starts Race starts in turn 4 at the white line, front two cars need to be side by side for the initial starts. **Drivers may pass on the right on the initial start once the green is thrown, no passing on the left until the start finish line.** On a re-start, drivers may pass on the right or left once the green flag is thrown. If you are caught passing before the green flag, you will be penalized 2 positions per car you passed at the next yellow flag. If there is no yellow flag then your penalty will be assessed at the end of the race).

Any time a yellow is displayed within five laps of the finish of any feature event, all lapped cars will line up at the rear of the field. **Absolutely no one** from the pit crew is allowed onto the track or infield during a yellow flag.

Main Events Any driver **causing** 2 yellow flags in the main event will be directed to leave the track. This applies to all classes. If a car leaves the racing surface during a race and becomes laps down then re-enters the race, they will be scored laps. **If you change a tire—you MUST go to the back of the pack at the re-start.**

Rough Driving will not be tolerated. If you slip out of groove and someone comes under you, you may not drive back down on them. You slipped out of the groove, so hold your own line and race. If you are faster than the car in front of you, you need to pass them, not drive through them. If you inadvertently knock the car in front of you out of the groove or sideways, back off and allow them to regain their position. If it appears that you spun the car in front of you sideways to gain position, you will be black-flagged or you tag on the next yellow. If the race goes green for the balance of the race once you are deemed with rough driving, you will be docked 4 positions at the end of the race.

FLAG RULES

GREEN Signifies the START OR RESTART OF A RACE

When the yellow light goes out during the parade lap, the drivers should anticipate the green flag on the next lap. **All vehicles must be nose to tail, double file and hold the pace car speed until the green flag is thrown. Drivers may pass on the right on the initial start once the green is thrown, no passing on the left until the start finish line.** Any vehicle jumping positions before the start or holding up the race will be sent to the rear of the field. If the yellow flag comes out after the green flag has been thrown and the first lap has not been completed, an original restart is required less the vehicles involved or penalized. **Drivers may pass once the green flag is thrown on any restart.** Vehicles may be allowed onto the racing surface from the track entrance during green flag laps by direction of turn two officials only. All vehicles must take the original green flag to compete in any event. See Starts and Re-starts above.

RED with DIAGONAL YELLOW STRIPE Signifies a complete RE START

If a yellow flag comes out on the first lap, the restart flag will be displayed. Vehicles determined to be involved by the officials, will go to the back of the field and the drivers will find their original starting position. Vehicles will move forward to fill in for any vehicles that were involved with the yellow.

BLUE with DIAGONAL YELLOW STRIPE Signifies to HOLD YOUR LINE faster traffic is trying to pass.

Shown to lapped traffic, vehicle will hold its line allowing faster cars to pass safely. What does it mean to hold your line? If you are running the bottom, stay on the bottom. If you are running in the middle of the track, stay in the middle and if at the top, then stay at the top. This is for safety and car damage reasons. Your spotter will tell you when it is clear. Failure to comply will subject participant to penalties at the discretion of the officials.

YELLOW Signifies a CAUTION / SLOW DOWN IMMEDIATELY

No racing to the yellow flag & No passing allowed. Hold your position. Yellow Flag laps will not count. *(Unless specified for special events)* The re-start line-up will be determined from the last scored green flag lap.

Involvement Rule: Cars involved in a wreck go to the back. "Involved" is defined as follows: Any car making contact AND stopping on the track, and a car that was the "cause of the yellow" whether or not that car stops will go to the back. Cars making minimal contact while trying to avoid the wreck, which do not stop on the track, will not be considered involved. Cars making NO contact but stop on the track to avoid the wreck, will not be considered involved and will retain their original position. If two cars have inadvertent close contact and one car spins, both cars will go to the back. In multi-car pile ups, all cars involved go to the back.

Any time a yellow is displayed within five laps of the finish of any feature event, all lapped cars will line up at the rear of the field. ***Absolutely no one*** from the pits is allowed onto the track or infield during a yellow flag.

During an Event, if a racecar is involved in an on-track incident and/or is stopped on or near the racing surface and unable to continue to make forward progress, unless extenuating emergency conditions exist with the racecar (i.e. fire, smoke in cockpit, etc.) the driver should take the following steps:

- Shut off electrical power
- After being directed to exit the racecar, the driver should proceed to either the ambulance, other vehicle, or as otherwise directed by safety personnel or a NASCAR/Track Official
- At no time should a driver or crew member(s) approach any portion of the racing surface or apron
- At no time should a driver or crew member(s) approach another moving vehicle

RED Signifies the RACE IS STOPPED!!!

The race must be stopped immediately regardless of the position of the vehicle on the track. ALL drivers should come to a complete stop. Any driver that has not come to a complete stop immediately will be directed to the pit when it is safe to do so and disqualified. *It is imperative that the flags are followed!* In the event of a Red flag, lineups will be determined by the yellow flag rule.

Absolutely no one from the pits is allowed onto the track or infield during a Red flag. Safety crews, ambulance personnel, and track officials are the only people permitted to assist at the scene of an accident. No working on race vehicles during a red flag condition. If you are caught working on your car during a Red Flag you will be put one lap down and must start at the rear of the field. Vehicles that are not ready or prepared to race will be pushed into the pits or infield and not allowed to further compete.

BLACK Signifies to REPORT TO PITS IMMEDIATELY

A driver receiving a black flag must go immediately to the pits. The black flag will be displayed for unacceptable driving and/or vehicle malfunction. When a Black Flag is displayed it will signify the last lap scored for a vehicle, and if said vehicle does not proceed immediately into the pits, the appropriate fines and/or suspension will be levied by track officials.

WHITE Signifies the START OF THE LAST LAP

Once the white flag is displayed, the checkered flag **will** follow. If the yellow or Red Flag is displayed during the White Flag lap, the race will be scored according the last completed lap and the race is considered complete. After the leader has taken the white flag, no attempts will be made at a green, white, checkered finish.

CHECKERED Signifies the END OF THE RACE

When the checkered flag has been displayed to the lead vehicle, the balance of the field receives the flag on the same lap. Finishing positions will be paid according to most completed laps traveled in the least time, whether the vehicle is still running or not.

OFFICIALS' PRIVILEGE Once over half the publicized laps have been completed or the *published time limit* has elapsed in any event, officials may call the race at any point for any reason. Officials may, at their discretion, check any race vehicle at any time. Officials reserve the right to impound any race vehicle at any time.

PROTEST AND TEARDOWN FEES AND PROCEDURES

Tucson Speedway Officials reserve the right to refuse a protest. Tucson Speedway Officials reserve the right to teardown suspect components (to include engines) based on competition level or any other reasonable observation at the discretion of the Track Promoter or the Race Director. Tucson Speedway reserves the right to either impound a car or to seal a suspect motor for tear down at a later date. If at such later date the engine is found to be illegal, the competitor will lose points and purse for all events from the time of sealing.

All protests must be filed in writing to the Race Director within 30 minutes of end of the race or 20 minutes after official results are posted, fees are payable with cash only.

\$650 for an Engine

\$500 for the Chassis & Drive train components

\$250 for body using referee when a protest is accepted by the Race Director

\$400 for Pan and bottom end rotating assembly

\$100 for a scoring protest

It is recommended that you under the supervision of TS Officials tear down any item(s) that have been protested.

Tucson Speedway provides for the following penalties for refusing a protest:

First Offense of refusal will be the total loss of points and money for that event

Second Offense of refusal will be the total loss of points and money for that event and a loss of all points for the season, along with a \$500.00 donation to START Tucson to be paid before the car or driver races again.

Whether legal or not, 25% of the protest or tear-down fee will automatically go to Tucson Speedway, and is not refundable. If the protested vehicle is found to be legal, then the balance of the protest fee will go to the owner of the protested vehicle. IF ILLEGAL, the balance of the protest fee will be returned to the protester. The illegal vehicle may then be subject to further Donations which must be paid directly to Tucson Speedway prior to the driver competing in another Tucson Speedway event in any class. Any driver or car owner whose car finishes that Main Event may submit a written protest within 20 minutes of the posting of the finish of the race and do so with the Race Director.

All disassembly may be done immediately or at a designated location and time per mutual agreement of protested vehicle owner, protester, and TS Track Officials. If driver or vehicle owner will not honor the tear-down, they are automatically disqualified and be subject to penalties outlined above. The Track Promoter or Race Director, shall decide whether an issue is worthy of a protest, and if so, shall decide the protest as promptly as possible. TS Officials shall inform all parties to the protest of the final decision. If a certain issue is deemed by officials to not be an item to be protested, the protester will not be required to put up any associated fee.

All Illegal parts found at anytime will become property of Tucson Speedway and will not be returned for any reason. No exceptions.

A \$100 "Scoring Protest" fee will be required for all Divisions. ALL SCORING PROTESTS MUST BE MADE TO THE Track Promoter or Race Director in writing, to have scorers recheck any Main Event. The \$100 fee will go directly to TS, unless a scoring error is discovered in which case the fee will be returned to the driver protesting, and the scoring will be adjusted. (NO protests will be accepted in regards to TS Officials' calls; this protest has been added for scoring discrepancies only.)

ALL RACE RELATED CALLS ARE MADE BY ON-TRACK OFFICIALS, FLAGMEN, AND PIT SIDE OFFICIALS ONLY! Any driver or car owner whose race car competed in the Main Event may file a written protest within 20 minutes following the posting of the results of the race.

Unsportsmanlike Conduct of any kind will not be tolerated. This includes going to another drivers pit area after an incident on the track. Penalties or disqualification will result if you go into another pit area or cause any problems. Drivers will be held responsible for the conduct of pit crews or significant other. There will be no cursing at the pay window or while in line. You will not abuse any track official, or you will be ejected for the night and may receive additional sanctions as determined by management.

Track Officials Any situation arising that concerns a track official, you should see the Race Director. You, your pit crew, or family members are not allowed in the announcer's booth. If you have questions, please wait until after the races to speak with any officials. To CYA, start with the Race Director before approaching an official.

Rainout Policy There will be no refunds. Pit passes are good at the next race that your class races. Completion of heat races constitutes a show.

Driver and/or Car Change must be reported to the Race Director or his designee prior to that particular race. Driver must start scratch if qualified to race. If not reported, driver and car will be disqualified for the evening.

Push Starts If you are unable to restart under your own power, you will go to the back of the field **unless** you are stopped by an official or a red flag situation in which case you will be allowed a push start and will retain your position prior to being stopped. **This goes for all classes.** If you are aware of the fact that your car will not restart KEEP YOUR ENGINE RUNNING.

Pay out Winnings can only be picked up by the car owner or driver. Winnings not picked up will be returned to the office, so please get to the pay window in a timely manner. If winnings are not picked up within 2 months a check will be mailed. If you have to leave early for some reason, please contact the office.

Pits Gates will be locked and lights turned out after the evenings events are completed. Dogs must be kept on a leash at all times.

Fans If it wasn't for the fans, we wouldn't be here. Any driver, crew member, or track employee who is the instigator of abuse on a fan whether it's verbally or physically will be ejected, fired, and required to pay a donation of \$100.00. NO EXCEPTIONS!!

Driver Training Any persons wishing to race who have not raced before must go through an orientation period that includes at least 2 hours of on track time and must be signed off by track promoter before being allowed to compete.

ATV's The use of ATV's in the pits is a privilege. ATV's are not allowed in the grandstand area. **No speeding (speed limit for ATV's is 5 mph), No nonsense . . . there are families with children in the pits and their safety is the highest priority. Warning for first offense; action on second offense . . . promise!**

Track Promoter reserves the right to change and/or alter these rules BUT MUST NOTIFY OF SUCH CHANGES BEFORE THEY ARE ENFORCED.

Thank you for your interest and participation at Tucson Speedway!