



## 2010 Line-up Procedures

1. First night, all drivers draw for heats. Qualifiers redraw for starting positions. One heat - 5 redraw; two or five heats - 10 redraw; three, four or six heats - 12 redraw.
2. From second night on, heat races are lined up by total point average, (total points divided by number of weeks there) stagger inverted. Lowest points to front, Highest points to rear. New drivers carrying no points start on the tail. If a driver misses a week they will be considered a new driver when they return.
3. B. mains are lined up straight up from the heats with the highest finishing non-qualifiers to the front.
4. When one heat is run, top five qualifiers will be inverted for feature line-up according to weekly track point average. When two or five heat races are run, the top 10 qualifiers will be inverted for feature line-up according to track points. When three, four or six heats are run, the top 12 qualifiers will be inverted for feature according to track point average. Remainder of A. feature is lined up straight up from heats and/or .B. features.
5. A driver that qualifies but does not have a point average shall be lined up in the last inverted position.
6. A full .A. main field will consist of 16 cars. If 18 cars show up we will run all 18, but if 19 or more cars show, we will only start 16 and use the line-up procedure. To put it simply, we will start 2 extras after 16, but will not start 3 or more extras.
7. Once you attempt to qualify a car, you must live with that car. No requalifying or attempting with another car.
8. Driver and car may race in one class only per night.
9. Points stay with the driver not the car in each class with exception that you will be allowed ONE relief driver **per season** with that driver starting in the back of the field. The relief drivers points will be add to the points of the original driver of the car. NO RELIEF DRIVERS on Championship night.

### POINTS SYSTEM

1. Weekly heat races will award points as follows:
  - 1st - 3 points
  - 2nd - 2 points
  - 3rd - 1 point
2. Weekly .A. feature win is 40 points, with each subsequent position worth one point less. This makes the 18th spot in the feature worth 23 points.
3. When track runs a .B. feature(s), the first non-transferring driver receives 16 points and each subsequent position, back to sixth spot, receives one less point per position. Sixth and each position on back in the .B. feature(s) receive 11 points. This applies to all .B. features if more than one is run per night.

All drivers that have signed in will receive a 5 point for attendance.
4. Driver must take the green flag to receive feature points.
5. A driver that has been disqualified will not receive any payout or points for that night (no heat, feature or show points)

## HEAT RACES

1. 3 points
2. 2 points
3. 1 point

### .B. MAINS

1. 16 points
2. 15 points
3. 14 points
4. 13 points
5. 12 points
- 6 on down 11 points

## YELLOW FLAG RULES

1. If a driver causes two cautions by themselves, they will go to the pits.
2. If a driver spins out on his own hits a tire causing it to move onto the track but continues to race and the yellow flag is flown, the caution will be called for debris on the track and will not be counted against the driver.
3. If 2 or more cars are involved in a wreck that brings out the yellow flag, All cars involved in the caution will be put to the rear. No fault rule.
4. If a driver is lapped more than twice he/she will be black-flagged. There is obviously a problem with the car or driver and therefore is considered a hazard on the track.
5. **RESTARTS**  
If one lap is not completed, cars will line straight up as started. After one lap is completed, lead car starts alone. The rest will line up side by side accordingly thereafter. Second place car has choice of starting inside or outside. After 2 failed restarts the 3rd will be single file restart for the rest of the event.
6. Maximum 6 cautions and race will be scored complete.

## RACE CANCELLATION POLICY

In the event of a rainout or any other condition that causes the races to be cancelled before program is complete, will be rain checked. A program is considered complete at the conclusion of all heat races. In the event a program is cancelled before the completion of heats, any heats ran are void. If a program is rain checked, your wristband will be accepted at the next REGULAR night event ONLY. Special event nights are excluded. You are responsible to retain your wristband. NO REFUNDS! If a race program is cancelled after all heat races are completed, no rain checks will be issued and any features not completed will be ran at a later date. One make-up feature will be held prior to the next regular scheduled event. If time allows, a second make-up feature will be held at the conclusion of the regular events.

## FLAGS

**Checkered Flag** - This is the big one, the one everyone waits for. It signals the end of the race. We all want to get under this one first, but of course we can't all do it.

**White Flag** - This one simply means, One more lap. We've been too busy to count them, and this lets us know that we are starting the last lap.

**Green Flag** - This is the starting gun, the opening whistle.... the race is on! The green flag tells us that the race is officially started, and during the long events, keeps us informed that the track is clear ahead.

**Yellow Flag** - This is the \*Caution Flag\*.. It tells us to slow down; to hold our positions until the green flag is thrown again. The yellow flag indicates that there has been an accident on the track, or that the track has been partially blocked by a stalled car or a thrown wheel or other object. The yellow flag will remain out until the officials have determined it is safe to race again.

**Blue Flag with Diagonal Stripe** - This is the \*Passing Flag\*. It indicates that a faster car is about to lap me. This flag tells me to "hold my groove", or position on the track until I am passed.

**Red Flag** - As always, this is the danger flag. Just like in a stop sign, it means STOP...and right now! There may have been an accident where someone may be hurt, or a bad spill, or that the track is completely blocked.

**Black Flag** - This is the \*Consultation Flag\* telling me to pull into the pits on the next lap. It is often called the disqualification flag, but it doesn't necessarily mean that I have done something wrong. A part may be hanging loose from my car, about to fall on to the track in front of other cars. Can't ignore this signal...if I get it more than twice, I'll be disqualified!

**The track reserves the right to confiscate any parts found to be illegal.**



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