



## Wake County Speedway Race Procedure

Safety is the number one priority of Wake County Speedway and any action deemed to jeopardize the safety of the drivers, crew, officials or spectators will be dealt with immediately. The race procedures are intended to keep the racing action as safe and organized as possible. The race procedures may be amended or changed depending on the situation and circumstances to ensure a fair and safe event at the sole discretion of Wake County Speedway.

### I. RACING SURFACE

1. No one is allowed on the racing surface at any time or for any reason unless that person is directed to go onto the racing surface by a Wake County Speedway Official.
2. In the event of a wreck **NO ONE** except authorized safety personnel and Wake County Speedway officials are allowed on the track. We let the trained officials do their job.
3. Any crew member or spectator that goes onto the racing surface during Green, Yellow or Red Flag situation will be subject to a fine and/or ejection from the event. Drivers are responsible for their crew members and guests in the pits. Any fine levied will be subtracted from that Driver's purse.

### II. DRIVERS MEETING

1. A mandatory driver's meeting will be held each week prior to the actual race.
2. The driver and one crew member from each team must attend with the driver.
3. Roll call will be taken.
4. Any driver not present by the roll call must forfeit his starting position and start at the rear of the field. Unless exempted by the Race Director prior to the Driver's Meeting.

### III. STARTING FIELD

1. Unless prior notice is given, a full field will be twenty-two (22) cars. A class must have a minimum of 6 cars to have a race. The track may run an exhibition race with less than 6 cars at the full discretion of WCS management. No points or money will be awarded for exhibition races. A class may also be combined with another similar class.

### IV. QUALIFYING

1. Late Models will be given a two lap qualifying attempt. An attempt is commenced upon the Driver receiving the Green Flag.
2. All other divisions will qualify in "group format", to be determined by practice speeds or other method at the discretion of the Race Director. Group qualifying will consist of one 7 completed green flag laps with the Driver's fastest time during that period as the lap used to set the race line up.
3. No Driver may attempt to qualify more than one car (1) per division in time trials or qualifying races.
4. Should a car spin, the field will slow and be shown the caution. Do not pass or make any effort to advance your position. Upon being shown the Green Flag the qualifying period will resume for the remainder of that time allotment. If the track is blocked or there needs to extensive clean up or safety measures taken the cars on the track will be stopped on the track until such time that the qualifying period can resume. Additional laps may be allotted for that period at the sole discretion



of the Race Director.

5. The Race Director shall make the final decision.
6. If the time trials are not completed due to weather or other circumstances, the field will be lined up based on points or a draw, determined by the Race Director.

#### **V. RACE START PROCEDURE**

1. All starts and restarts will be made double-file nose to tail without more than a half car length distance between cars. There is a line on the front stretch designated as the start line where all restarts will happen. The front two cars should approach the line side by side with Green Flag being waived when those cars reach the start line. The pole sitter may choose the inside or outside before one to go.
2. Each car should stay in their line and keep pace with the rest of the field.
3. When the two front cars reach the scoreboard on the back stretch the two front cars will bring the field to the Green Flag gradually and consistently. (No brake checking, weaving, gunning forward, etc.) The entire field shall stop all brake checking, weaving and gunning forward upon the two front cars reaching the scoreboard on the back stretch.
4. The race begins when the lead two cars reach the start line. The Green Flag will be thrown simultaneously.
5. Any unsuccessful attempts by the front row could result in their starting position being relinquished and either or both drivers sent to the rear.
6. A penalty for improperly starting the race may also be imposed in the form of a Black Flag, requiring a complete stop on pit road.
7. The Race Director has the option of starting or restarting the race single file if a successful attempt by the front row to start the race is not obtained.

#### **VI. PASSING ON THE INITIAL START OR RESTART**

1. No car will be permitted to pass until he or she crosses the start/finish line. Missed shifts are at the discretion of the Race Director.
2. If a driver pulls out of line and passes or attempts a pass prior to the start finish line, they must 'give back' the advantage before entering the third turn or may be blacked flagged for a stop and go on pit road.
3. Failure to give back the advantage at the end of race will result in a penalty from the Race Director.

#### **VII. CAUTION BEFORE ONE LAP COMPLETION**

1. In the event of a caution before one lap is completed, there will be a complete restart EXCEPT for the cars involved in the caution, those entering the pits, or those receiving track assistance. Involved cars, cars entering the pits or cars receiving track assistance will be put to the rear of the field. This restart will still be considered the initial start.
2. Any cars causing the race to be stopped, such as spin out, shall be considered as involved in an accident. Any cars stopping due to a mishap and not driving immediately to the starting line shall be considered as "involved" in the accident.



3. Any cars stopped on the track to avoid the incident will be returned to their original spot.
4. This is subject to the race official on who was involved and the Race Director's decision is final.
5. Interpretation of the words 'spin out' and 'immediately' shall be left to the discretion of the Race Director.

#### **VIII. CAUTION AFTER THE FIRST LAP**

1. In the event of a caution after the first lap is completed, the lap count will revert back to the LAST completed Green Flag lap.
2. Cars involved in the caution will be put to the rear of the field. See Section VII
3. Cars spinning in an attempt to avoid the accident will be considered to be involved in the accident, and go to the rear. There is no 'spin to avoid' rule.
4. When race cars spin from a caution where oil is blown onto track the Race Director may fabricate the restart order from the scoring monitor and his decision is final.
5. Cars entering the pits will be put to the rear.
6. Any car intentionally bringing out the caution will be subject to a 1 lap penalty at the Race Directors discretion.
7. The line-up will be established according to the last completed lap, with cars involved in the accident sent to the rear. Lap cars will be put to the tail end of the field. The Race Director's decision is final.
8. When a caution is displayed, each driver should hold their position and reduce their speed immediately.
9. There will be **NO** racing back to the flag, ever.

#### **IX. RESTART PROCEDURES**

1. After one lap has been completed, any caution period will result in a double-file restart.
2. All restarts after the initial start will involve the cone. When the field is considered set by the Race Director, the cone will be placed at the start finish line. All drivers will have the option of going to the inside or the outside of the cone to determine their starting spot. The cone will be set with either one or two laps to go signal depending on car counts. All decisions by a driver are final.
3. Any driver who deviates from his chosen starting line will be black flagged and required to come to a complete stop on pit road. Any driver that hits the cone will be black flagged, requiring a complete stop on pit road.
4. When the pace car pulls in, all competitors must stay in a close formation (no laying back). See Section V and VI

#### **X. CAUTION AFTER WHITE FLAG DISPLAYED**

1. If on the White Flag lap the Yellow Flag is displayed, all cars will go back to the last Green Flag lap. It shall be at the discretion of the Race Director whether to throw the Yellow Flag.
2. The race will end under Green, White Checkered. There will be two attempts at a Green, White Checkered finish. On the third attempt the Green and White Flag will wave simultaneously.



3. Under no circumstances do we race back to the Yellow Flag.

#### **XI. START/FINISH LINE**

1. While the start/finish line is considered to extend across the pit road, during an event, a Green Flag can only be taken on the track racing surface.
2. At the Race Director's discretion, cars entering the racing surface from the pits, as the new field takes the Green Flag, may be considered to have taken the Green Flag with the field provided they leave the pits after all cars on the track have passed.

#### **XII. MAKING UP/LOSING LAPS UNDER CAUTION**

1. There will be one Lucky Dog awarded under each caution. A driver will only be allowed one Lucky Dog award in a race.
2. No competitor can lose a lap under caution.
3. No racing back to the Yellow Flag.

#### **XIII. SCORING RE-CHECKS**

1. A request for a scoring re-check will be honored if requested within fifteen minutes after the checkered Flag falls.
2. The request must be made through the Race Director and in writing.
3. After the fifteen minute time period the finishing order will become official, unless adjustments are necessary based on post inspection.

#### **XIV. LAP PENALTIES**

1. The Race Director will assess all penalties.

#### **XV. RACE DISTANCE/LENGTH**

1. Every attempt will be made to run the races the scheduled or advertised number of laps.
2. Cautions will not count unless specified.
3. The Race Director shall have the option of ending a race earlier than advertised to avoid an issue with getting all scheduled races in before the curfew.
4. The race can be considered officially completed after the halfway mark has been reached by the leader, provided circumstances make it impractical to continue the race within a reasonable period of time after it has been stopped.
5. Races stopped after the halfway point will be considered a full race.

#### **XVI. START OF RACE**

1. Once the Green Flag has been given the race has begun, the race will officially have started even though distance/time is not yet being measured.
2. Any car entering the pits and re-entering the racing surface before the Green Flag is displayed will be considered as having made a pit stop and must start in the rear.
3. Any car that enters the pits during the pace laps will be considered as part of the race and may



reenter the racing surface at any time, even after the initial Green Flag.

#### **XVII. LINE-UPS/STARTING GRID**

1. All cars must be lined up in their correct positions at the marked positions on the pit wall before the completion the previous race or in the case of the first race of the event, immediately after qualifying.
2. Any car not in line when the cars are brought on the racing surface by the pace care are subject to forfeit their starting position and must start in the rear.
3. This decision is at the discretion of the Race Director.

#### **XVIII. DRIVER STARTING AND POINTS**

1. In order for a driver to receive points and prize money, the driver must take the Green Flag. Except a driver may be awarded "show points" one time during the season if they bring a race ready car and equipment, but for mechanical or physical reasons is not able to start the race.
2. Show Points will be last place points for that particular event. More than one driver may be awarded show points. If more than one driver is awarded show points they will all receive the same number.
3. Driver changes will not be permitted once the pace laps have begun. If a competitor wrecks on the first lap before a lap is scored he/she cannot change race vehicles and will be given points on where the car stops.
4. All other types of driver changes must be authorized by the Race Director.

#### **XIX. ROUGH DRIVING**

1. In the event a driver causes another competitor to spin, and, in the opinion of Wake County Speedway officials, it was anything other than a normal racing incident you will be penalized.
2. Penalties for rough driving are at the discretion of the Race Director and may include a verbal warning, probation, being put to the rear of the field, parked for the event and/or suspension. The severity of the penalties will be increased for repeat offenses or for extreme cases.
3. This judgment call on part of Wake County Speedway officials is not subject to appeal.
4. Any driver intentionally hitting another car under caution or after completion of the race will be parked immediately. The driver black flagged for un-sportsman like conduct will be fined and may forfeit points and/or start money.
5. Any driver stopping his car and getting out on the track to confront another driver or official will immediately have their scoring stopped and be ordered to the pits. The driver and car will be parked for the night and may receive probation, fine and/or suspension.

#### **XX. BLACK FLAG**

1. If you receive a Black Flag for any reason, you must slow down and pull into the pits immediately for consultation.
2. The driver will have three laps to adhere. After the three laps scoring will stop for that driver.
3. Failure to honor the Black Flag will result in the scoring being stopped for that car and may forfeit points and/or start money.



4. If the race has concluded and the driver did not respond to the Black Flag, the Race Director will impose penalties by removing the number of completed Black Flag laps from the driver.

#### **XXI. PRE-RACE INSPECTION**

1. ALL cars MUST pass pre-race technical and safety inspection or they will NOT be allowed to race.
2. In the sole discretion of Wake County Speedway Officials, a driver may be allowed to compete in that days event if it is deemed that the failure will not cause a safety issue to the driver, crew, competitors, officials or spectators. The decision of the Competition Director is final.

#### **XXII. POST RACE INSPECTION**

1. At the completion of the event the top three (3) finishers must report to the tech building for post-race inspection. The fourth and fifth place finishers may be directed to the tech shed for post-race inspection at the discretion of the Competition Director.
2. Other cars may be chosen at random to report to inspection, at the discretion of the Competition Director.
3. Failure to submit to post-race inspection will result in the driver being disqualified and receiving NO points or money.
4. When cars are weighed after the race, the only additional fluids that may be added to make weight will be a maximum of 2 quarts of motor oil in the engine and enough track racing fuel to top off fuel cell.

#### **XXIII. PIT ROAD SPEED**

1. Cars entering or leaving pit road must maintain a slow safe speed in order not to endanger other teams, track officials or spectators.
2. Obvious violation will be penalized as explained in drivers meeting, by a stop and go penalty and/or \$100.00 fine.

#### **XXIV. MISCELLANEOUS**

1. No cars or haulers will be permitted to leave the inside of the track prior to the conclusion of the scheduled event.
2. Haulers shall not be moved until the completion of the scheduled event.
3. No enclosed haulers will be permitted to be parked in infield during an event.
4. First priority to the Front Stretch Pits shall be to the Late Models. Competitors shall start filling the pits from the center of track out wards. Parking should be done to maximize the availability for parking of Late Model Teams.
5. There are no reserved pit spaces. All spaces should be filled on a first come, first serve basis.
6. All movement of cars should be in a counter clockwise manner so as to ensure safety and predictability in the pits.
7. Spectators and crews need to be vigilant while in the pits. When the track is active, all pit occupants on the front stretch should be behind the yellow line.

Wake County Speedway reserves the right to change, amend or delete any rule at its sole discretion.