



www.thegreatercumberlandraceway.com

2017 The Greater Cumberland Raceway Ground Rules

A. ELIGIBILITY:

1. Any car meeting technical, safety and disciplinary standards set by the raceway management may compete in any division for which it is legal. Once a car competes, it may compete in only that single division for the duration of the event.

B. QUALIFICATIONS

1. Most qualifying will be done by heat events. Heats will be 10 laps LM, 8 laps SM and 8 laps PS laps and 5 laps 4 cylinder. If a consolation event is required the distances will vary by entries. If a planned consolation event does not draw enough cars to be necessary, the remaining cars competing in the feature will start by points highest to lowest.

2. Heat lineup will be determined by pill draw. Straight up lowest pill to highest pill. Drivers are responsible for ensuring that their car has been properly registered. Registration closes 15 minutes before start of warm-ups. Any driver failing to pull a pill by that time will start at the rear of the heat.

a. Competitors who arrive late and miss the pill draw start at the rear.

b. Competitors tardy to the staging area will start at the rear.

3. Relief drivers, substitutions and driver changes are not permitted.

4. When a driver tries to qualify a second car, the first car is withdrawn.

C. GREEN FLAG RACING

1. The **flagman** has complete control of the race.

2. Competitors are to remain in formation with no racing or passing until you pass the flag stand.
3. Jump starts will not be tolerated. One jump earns a warning. Two jumps go to the rear penalty. Three jumps earn a trip to the pits. Cars which are purposely lagging behind will not be considered to be jumped if it occurs at the discretion of the starter.
4. All single file restarts will come off the turn four cone. Cars must pass to the right of the cone in single file.
5. Cars not running at competitive speeds must heed the layover flag during racing conditions and vacate the racing groove as soon as possible on each restart.
6. The feature will be considered a started event at the expected throw of the green flag and is closed to added starters at that time.
7. Beginning with the initial start the flagman has the option to call for a single file start, especially after two unsuccessful start attempts.
8. Cars should use any exit to leave the track. Cars must enter the track ONLY in the turn one.
9. Feature distances will be 25 laps (LM), 18 laps (SL) 15 laps (PS) and 12 laps (4C).

Feature events which have their distances altered will be handled thusly:

- a. Weather or equipment failure... **halfway is official.**
- b. Curfew--The field will be warned of the time approaching and the event will be stopped at the limit.

Halfway is official at that point.

- c. Events over 49 laps must end with 2 consecutive green flag laps.

D. YELLOW FLAG RACING

1. The field must slow down behind the leader or pace car immediately
2. In the event that the field has not yet made one complete clean lap (at the discretion of the scorer) there will be a complete restart. All other restarts will come off the cone in single file. Lapped cars remain in the field.
3. Restarts will be derived this way:
 - a. Any lap the leader completes will be a counted lap as far as total.
 - b. The leader and anyone who has completed that lap are frozen in those positions that they recorded at the start finish line
 - c. Everyone else unable to get by the line before the yellow gets credit for the lap but is frozen in the position recorded on the last pass of the line under green.

d. Cars whose forward progress was hindered by the incident but do not stop will be scored as either (b) or (c) above.

e. Any car stopping on or leaving the track surface, from the initial drop of the green, first lap, last lap or any in between forfeits their earned scored spot and goes to the rear. This includes identifiable debris from a car which was sufficient enough to cause a caution, with this exception: Any car (or cars) which momentarily stop on the track during the realignment process, due to emergency vehicle movement or by official decree may (or may not) keep his spot at the discretion of the attending officials. Additionally a car (or cars) which in some way cause the caution to fly may be sent to the rear even if he does not stop, if no one else stops on the track to assume the blame of the caution.

4. Anyone deemed at fault in 3 yellow flag incidents will be black flagged

5. No work may be performed on any car at any time on track surface

6. No crew members are permitted on the track surface except as requested by officials in exceptional circumstances.

E. RED FLAG RACING

1. All racing stops

2. During red flag, no driver is to exit his or her car unless an official ok's it but cannot work on the car.

3. No work (no tools) will be done on any car

4. Scoring reverts back to the last completed lap deemed by the scorer

5. A trip to the pits you go to the rear

6. Cars leaving the crash scene or the pits fall in line at the rear of the field in sequence.

7. On a planned red flag (fuel stop etc) all the above rules apply except that we will allow two additional people onto the track for fueling only.

F. BLACK FLAG RACING

1. The black flag is to use at the discretion of the starter

2. The recipient of the black flag must leave the racing surface immediately

3. Disobedience of the black flag will result in the car not being scored for the duration.

4. All black flag uses are not fatal. Once the offending issue has been cured the car may race again.

G. TECHNICAL PROCEEDURES

1. Any competing car must be presented to the tech man or area upon request. Only the driver or some competent official may accompany the car during the procedure

2. No feature winner will be official until the tech man is satisfied
3. Visual (easily observable) protests will be accepted and checked as needed throughout the program, as long as presented coherently
4. Technical protests (those requiring disassembly, measuring part identification etc) will be allowed again if presented coherently and as the tech team sees fit.
5. In the event of multiple protests we will determine the order of importance and select which if any we choose to omit.
6. If you refuse technical inspection you will be disqualified.

H. SPORTSMANSHIP

1. Any protests, visual, technical or scoring must be made to the proper official in an orderly and dignified manner.
2. Erratic driving or rough riding will result in an official warning and a period of probationary observation. Further misconduct will result in fines or suspension from racing activity. Judging on intent and result, Fines or suspension may result from the first offense. Racing for the lead requires a different level of dignity. Contact with the leader may result in more serious scrutiny than normal activity.
3. **Unsportsmanlike conduct, arguing, fighting, theft, vandalism, disrespect, misrepresentation etc, on the grounds may result in disqualification, fines and (or) suspensions.**
4. **Any driver who exits the car on the racing surface to create a nuisance, prolong an argument, or refuses to move the car when requested, will receive time off for that behavior.**
5. **No official will be disrespected nor touched in anger.**
6. **The car owner and driver are responsible for the car, the crew, and all the associates and may share equally in disciplinary action earned by them.**

I. LINEUP AND POINTS INFORMATION

1. QUALIFYING EVENTS: Drivers will pull a pill to determine qualifier starting position.

1. LATE MODELS

- a. Eight (8) Lap Heats
- b. Twenty (20) Lap Features depending on the event

2. SEMI LATE

- a. Eight (5) Laps Heats
- b. Fifteen (15) Lap features depending on the event or 30-minute

time limit whichever occurs first

3. PURE STOCK

a. five (5) lap heats,

b. fifteen (15) lap features depending on the event or 30 minute time limit, whichever occurs first.

4. 4-CYLINDER

a. five (5) lap heats,

b. twelve (12) lap features depending on the event or 30 minute time limit, whichever occurs first

2. FEATURE LINEUP

Invert Rule-- there will be only two ways from now on heads up or invert 4.

With the exception of previous weeks winner who will start no better than 8th (if he or she qualifies through heat)

If under 25 cars everyone races.

If over 25 cars consolation races will be held to determine the remainder of the field with a certain number of cars qualifying from the heat races (If over 25 cars you will be notified of the number of cars qualifying from each of the heat races. **ONLY 25 CARS WILL RUN THE FEATURE**

J. RULEBOOK DISCLAIMER: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport of racing and are in no way a guarantee against injury or death to a participant, spectator or official. Racing is a dangerous sport.

The race director shall be empowered to permit reasonable and appropriate deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The race director has the authority to revoke racing privileges of any competitor at any time and for any reason. Competitors who are unable to compete in an appropriate manner will be penalized accordingly. Management has the right to confiscate any part deemed to be in violation of the

technical rules. Any driver/ car found to be in violation of any technical/ procedural rules can have their racing privileges revoked for any length of time deemed appropriate by management.

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