

2022 WESTERN PA SPEEDWEEK GENERAL PROCEDURES

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DRIVERS MEETING: Drivers meeting will be held each night prior to cars going out on the track. All drivers/owners are expected to attend the meeting to obtain the evening's announcements, rule changes, etc. Drivers that do not attend the drivers meeting waive all rights to protest. The intent of the meeting is for informational purposes about the event. Questions on procedures and format are encouraged, however issues concerning other drivers or private/personal matters are to be dealt with at another time with the speedweek staff.

CALLING OF A RACE: Track or speedweek officials may call a race if dangerous or unsafe conditions arise. If a race is called because of an accident or weather, the payoff will be based on the last completed green flag lap. All cars involved in the final "caution" will be scored at the end of the last completed lap. For the race to be considered official, at least 50% of the scheduled number of laps must have been completed. If this condition is not met, then track and speedweek officials will determine the appropriate course of action.

RAIN CHECK POLICY AND PAYOFF: The rain check policy will be handled according to each track's individual track policy. Likewise, each track will handle the payoff as they would normally.

RACE AND SCORING PROCEDURES

TRANSPONDERS: AMB/MyLaps Transponders will be required for all cars to provide accurate scoring, points, pay, and realignment information during races. The Manufacturers' website is www.mylaps.com for more information on the transponders. Drivers are ultimately responsible to have the transponder mounted in the correct location (right front) for your division and in working order to compete. Transponders will be available for rent at each race.

DRIVER RADIOS: One-way driver radios (channel 454.000) are required any time the car is on the track, to allow for race director and flagman to communicate with racers for instruction, realignment, and safety conditions during the races.

SCRATCHES: If a car is unable to make their scheduled event, and must scratch, please advise the Official at the Pit Board as soon as possible so the line-up can be adjusted. You must run the heat or B-main you are scheduled for. Once a qualified car scratched from the feature, it can only be added back into the line-up if the feature is not already full. The car would then start last. Only a driver or owner may report a "scratch" to the official at the Pit Building or to the Pit Steward.

If the field is on the starting grid and a car does not come to the grid, participants will criss-cross as they form on the speedway to get into the correct line-up.

STARTING THE RACE: All starts are in turn #4 at a designated starting point that will be discussed at the driver's meeting. The front row is to work together to produce a clean start each time, with the pole car setting the pace. Drivers are not to accelerate to full speed until the front row reaches the starting point. The race is officially started when the green flag is displayed, and then passing may begin.

Track officials have the right to swap the first and second row, the first and third cars, the second and fourth cars, or put the driver(s) in the wrong at the tail if a clean start is not produced. Front row starters that jump the start will be moved back a row. If a car is involved in a yellow before the green flag or before completion of Lap #1, those cars will go to the rear of the field. Cars jumping a position(s) before the green flag is displayed will be

penalized two positions for each car passed. Driver will be penalized at the next caution or at the finish of the race. The decision of Western PA Sprint Speedweek officials is final.

LAP DEFINITION: A lap is complete when the lead car has passed the start/finish line.

YELLOW FLAG: Cars involved in a caution, that stop on the track or are involved in a red will go to the tail of the field. Any car experiencing mechanical problems is to proceed cautiously to the infield area until the race is completed. While under yellow flag conditions, it is permissible to stop at any on-track official for safety reasons. Any driver that stops on the track for an accident must remain in the car until the safety crew arrives, unless under extreme emergency (i.e. fire, etc...). Any driver exiting their car under caution will be subjected to a disqualification from the event. Drivers who's cars are being removed to the pit area are required to stay with their car while it is being towed.

RED FLAG: Under red flag conditions, all drivers must stop as soon as safely possible. Drivers will NOT drive through the accident scene. Anyone purposely driving through an accident scene will be fined subject to the track policy and put to the tail. If at all possible, drivers will try to stop in the same general vicinity and away from the accident. Under red flag conditions, drivers are to stay inside their cars unless instructed by a track official or an OPEN RED occurs.

OPEN RED: If Western PA Sprint Speedweek officials determine a fuel stop is necessary, only two (2) crew members are permitted onto the track to service fuel and air only.

CLOSED RED: Drivers may NOT get out of their cars. NO crew members permitted onto the track. NO work may be performed on the car. Violation will result in the car starting at the tail of the field.

PITTING: Cars may re-enter the speedway during a heat, B-main or feature under yellow or red flag conditions no matter how many laps they are down. If one or more cars exit the race on the same lap, their finish will be determined by their running order on the last completed lap or restart lineup.

RESTARTS/REALIGNMENT: When the caution is displayed, drivers are to get in a single file formation and remain so until otherwise instructed. Realignment will be determined by the transponders, excluding cars involved in the caution/red or cars pitting. Cars that cross the start/finish line under green will retain their position. Cars crossing after the caution flag has been thrown will be realigned according to the previous lap's transponder report.

Any car that spins, is involved in an incident and/or has a problem but does not stop to bring out the yellow flag and/or create a caution period, will blend back into the field where the driver is able to do so. If the caution is displayed without any cars being charged (flagman's yellow) the officials will determine the placement of the car(s) involved. The placement of the car will be where the car would have blended back into the field.

Lapped cars will restart the event behind the lead lap cars, and ahead of any cars that pitted. EXCEPTION – If the race director deems that a lapped car(s) has been advancing positions, the driver(s) may be permitted to retain their position in the running order.

In the event that a race leader causes a caution, stops on the track, or pits and a lapped car(s) assumes the front of the pack, all cars ahead of the new leader will receive one lap back, and will restart on the tail ahead of any cars that pitted and caution cars.

All restarts will be single file with a cone on the front stretch. No passing is permitted before the cone. The leader sets the pace for the field behind him and may accelerate at any time from Turn #4 until the cone. Any cars deemed to have advanced position or progress forward up beside the car in front of them, will be docked two positions per car they pass at either the next caution flag or at the end of the race.

ROUGH DRIVING: Any driver who, in the opinion of a Western PA Sprint Speedweek official, is driving rough (i.e. being overly aggressive, appears to be intentionally causing contact between their car and another, etc..) will be penalized. Penalties are at the discretion of the speedweek officials and can range from being docked spots at the finish, being put to the rear of the field, disqualified from the race completely as well as the rest of the night, or suspended from the remainder of the Speedweek events.

TRACK OFFICIALS: No push truck, wrecker crews or firemen will do any repairs to cars.

FINISH OF A RACE: A race is officially over when the leader takes the checkered flag. The balance of the field received the checkered flag on the same lap. Finishing positions will be according to the number of laps completed. " OFFICIAL RESULTS" are the results posted at either the Speedweek command center or the track's pit board.

Top 3 finishers **may** be required to stop at the flag stand for a post-race interview and pictures.

TIES: In the event of a tie with the exception of a feature win, the tiebreaker will be the driver that was ahead on the previous lap. In the event of a tie for the win in a feature, both drivers will be awarded the win and split the total of 1st and 2nd place prize money. Both drivers will receive 1st place feature points.

WEIGH IN: The track scales are the only official weighing equipment that will be recognized for each race, unless otherwise noted at the drivers meeting and/or by Race Director over the driver radio. The track reserves the right to weigh the entire field if it so desires. Cars must proceed directly to the scales after exiting the speedway. Cars not doing so and going out of the sight of the weighmaster will be disqualified. **The feature winner must cross the scales before going to victory lane.**

Cars that are towed off the track and cars that do not finish the event will not be forced to weigh. Cars with flat tires that finish the race must weigh.

POINT SYSTEM: Speedweek points can only be accrued during the A-Main. No points shall be awarded for Quick Time, Heat Races, Consolation Races, etc...

1st[50], 2nd[46], 3rd[42], 4th[40], 5th[38], 6th[36], 7th[34], 8th[32], 9th[30], 10th[29], 11th[28], 12th[27], 13th[26], 14th[25], 15th[24], 16th[23], 17th[22], 18th[21], 19th[20], 20th[19], 21st[18], 22nd[17], 23rd[16] 24th[15], Show up points [10]

FINALITY OF DECISIONS AND INTERPRETATIONS AND COVENANT NOT TO SUE: The decisions of Western PA Sprint Speedweek officials at an event, including the interpretation and application of rules and the scoring of positions, shall be FINAL, BINDING, and NON-APPEALABLE. All participants, as a condition of participating in an event, agree that ALL decisions of officials or the promoter regarding the interpretation and application of the rules, and the scoring of positions, shall be NON-LITIGABLE. All participants further covenant and agree that they will NOT initiate any kind of legal action against Western PA Sprint Speedweek staff to challenge such decision, to seek monetary damages, to seek injunctive relief, or to seek any kind of legal remedy.