



Redbud 300: *Schedule & Event Procedures*

Schedule

10:00 Pits Open 12:00 Driver & Crew Chiefs Meeting 1:00 to 3:00 Practice 3:15 Cars to Pre-Qual. Tech 4:15 Qualifying
5:15 L.C. Race (if necessary) 5:45 Cars Gridded 6:00 Autograph Session 7:30 Green Flag

Qualifying Procedures:

Qualifying must be done on **stickers** purchased at the racetrack to start in top 20 (per CRA rules). You will get one warm up lap and two consecutive laps for qualifying. If you leave the racetrack during qualifying or you do not qualify in your proper drawn position, you may not start better than 9th, and will only receive one qualifying lap. Once you take the green flag that is your only attempt to qualify. Fast Qualifier draws for the standard 5 to a possible 10 car inversion. Starting Field: 1-20 from qualifying, 21-22 from CRA Owner Points, 23-24 from Last Chance Race, 25-26 Promoters' Option. Event Promoter has the option to add additional starters at guaranteed half starting pay. If all cars are to start, the lineup will be based on the qualifying results with the inversion.

Tire Procedures:

You must start the race on the tires you qualify on (unless you run the last chance race). You will be allowed 8 tires in your pit area, 4 marked tires that can be changed during the break, and 4 marked or unmarked tires for approved flats for any time during the race. Flats changed under green are automatically approved. You may not use tires from another team, used or new, during the break, unless you have less than the max tires allowed in your pit area for the race. Officials will be inspecting the tires you have in your pits before and after the race, as well as tracking your usage during the race. We will not tolerate any attempts to circumvent these rules. Any violations in tire procedures will result in a 2 lap penalty per tire. **There will be NO approved flats at the break!** Tires put on during the break must have been purchased on race day and the race day stamp on them. You will have them during practice to use for practice or to scuff. A pit stop is NOT required.

The restart immediately after the break will be lined-up based on the results at the break, with cars that changed NO tires, starting in front of cars that changed one tire, starting in front cars that changed two tires and on down to four tires.

Tire Change Reporting During Break

At the break, teams will be given TIRE CHANGE FORM that the crew chief must complete, sign and return to their pit official **within the first 5 minutes of the break**. On the form, teams will designate and officially confirm the number of tires from their mid-race allotment they are going to put on the car at the break. Failure to return the completed form within the first 5 minutes of the break will result in the team being placed at the tail of field for the restart line-up after the break.

Infield Pits

Pits in the infield will be selected based on qualifying results. You will be able to take equipment to the infield pits after cars are gridded. It will be tight, so display patience when setting up and during race. Crews will NOT be allowed to cross the track into the upper pit area from the infield during the race and may not proceed until directed to by officials. All cars MUST pit in infield during the 10-minute break.

Race Procedures:

1. **Initial Start and Re-Starts:** On the initial start the green flag will be displayed when the leader is at the line coming off of turn 4. Cars must stay in their lane through the finish line. No jumping a start or passing before the start finish line. If a green lag lap is not completed, there will be a total restart with all cars back in their original starting position except for any cars that are penalized or cars that pit.
2. **Yellow Flag:** There will be no racing back to the caution. When the yellow flag is displayed all cars must slow to a caution pace and bunch up as quickly as safety allows so safety crews can work on track. All cars must get single file and stay single file. No scrubbing of tires under caution until the flagman gives "two to go" (this is to protect safety workers on the track during the caution period). **Yellow flags will count in this event. After five to ten consecutive yellow laps (at the race director's discretion) the field will go under a rolling red,** at that point laps will not be counted again until the field goes back green. If a yellow or red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart, the event is completed after three green, white, checker restarts.
3. **Cars Involved in the Caution:** Only the car(s) directly involved in bringing out the caution will go to the tail of the field. Any cars that spin or stop, but were not directly involved with the caution, will get their spots back if they do not go to pit road. Rough driving will not be tolerated. If contact with a car causes a yellow flag, and the contact is not a "racing incident", that car will also be sent to the tail. Rough driving can result in penalties including being sent to the tail of the field or possible disqualification from the event. The race director exclusively will be responsible for determining responsibility for the caution and any cars penalized by moving them to the tail. Cars stopping on the track to create their own caution will receive a two lap penalty.
4. **Pitting Procedure:** You must stay single file behind the pace car during the cautions. All cars pitting may pull down to the inside to pit, **only** after the pace car and **you** have crossed the start finish line. You cannot pass the pace car to pit until you pass the middle of the turn you pit in. The pace car driver will try and help motion you into the pits at that line in the center of the turn. **You must be past the stop and go man before the pace car gets back to that line in middle of your turn to not lose a lap.** Do not disregard the Stop and Go Man at the end of your pit road. The pit road speed limit is 30mph, if a car goes over the limit, they will be black flagged for a stop and go penalty.
5. **Pit Stops:** Use common sense on number of people used on a pit stop. Any pit stop technique or practice that is not traditional in nature will not be allowed. ALL cars may come to the pits the first time by that the pits are open for them. The order that cars exit pit road is the order they should be in on the restart (no passing cars after leaving pit road). **Turns one and two:** enter pits from turn two, exit pits from turn one. **Turns three and four:** enter pits from turn four, exit pits from turn three.
6. **Halfway Break:** There will be a Halfway Break at lap 150. The white flag will come out on the leader at lap 149, the checkers will be given to the leader at lap 150. The yellow will then come out, stay single file behind the pace car. The racecars will follow the pace car for at least one lap before pitting at the Halfway Break. Teams can start working on cars as soon as they reach their pit. Teams will be allowed 10 minutes to work on their cars and to have them staged for the second half, time will start when the last car reaches its pit stall. Teams can make any changes to their racecar that they like during the break as long as it still conforms to the CRA Rulebook. Teams that are late will restart at the tail of the field.
7. **Red Flag:** All cars must stop as quickly and safely as possible when the red flag is displayed. Drivers may go to the pits for crews to work on their cars, but only **after** the officials have given them permission to do so. All cars that go to the pits under red must re-start at the tail of the field.
8. **Black Flag:** Cars that receive the black flag must go to pit road immediately. If you do not go to pit road, your scoring will stop until the situation is rectified. Check with your spotter for guidance from race control.
9. **Restart Line-Up:** Restart Line-up will revert back to the last completed lap with any penalized cars or cars that pit, going to the tail. Lead lap cars will be placed in front of lapped cars under yellow. Restarts will always take place at the white line coming off of turn 4. The restarts will be double file with lead lap cars in front of lapped cars in the order the cars were running on the track. Cars will double up as they reach the start finish line when given the two to go signal in the order they are running. Leader gets choice of inside or outside, everyone from third on back lines up how they are running. The leader should steadily increase his pace after the pace car has dropped off in the backstretch. Leader's car should hit the start line first when coming to green. No slowing, weaving, brake checking or decrease in acceleration once the pace car leaves the field. The MINIMUM restart speed will be 45 mph, and will be established under pace laps. If a green flag lap is not completed before a yellow comes out all cars should go back to their prior position except for any cars that are penalized or cars that pit.
10. **All Crews:** Crewmembers cannot come onto the racing surface for any reason.
11. **Wave Around:** At the end of any caution period, any cars that are at the tail of the lead lap, behind the pace car but in front of the race leader will be "Waved Around" to pass the pace car and return to the tail of the lead lap cars, thus ensuring that the leader of the race will always start the race at the head of the field. **Cars using the "Wave Around" may NOT pit during that caution period.**
12. **Lucky Dog:** At the time the caution comes out, the first car behind the leader 1 lap down will be deemed to be the Lucky Dog (as long as they are not the cause of the yellow). The Lucky Dog will stay in their position throughout the caution period (Lucky Dog may pit if they elect to), until directed to pass the pace car or drop to the tail of the field and have your lap added manually. **Lucky Dog must always restart on the tail of the field.** No Lucky Dog will be awarded in the last 10 laps of the race.
13. **Slow Cars:** Slow cars must stay on the bottom in the presence of lead lap cars during the race. Lapped cars that create problems for lead lap cars may be penalized. Lapped cars should let the leaders go by on the outside and then resume racing. **Lapped cars that are repeatedly passed on the inside during the race may be penalized.** Cars fighting to stay on the lead lap are not forced to yield to the leaders until they have been passed by the leader.
14. **Last 5 Laps:** The last five laps must be green, but do not have to be consecutive. Scoring will freeze in the last five laps if necessary to make sure the last five laps are green. Teams will not lose any laps in the pits in the last five laps.
15. **Two Scoring Systems:** Do not leave before returning transponder to the tech trailer...**\$400 PENALTY.** Scorers are also in tower doing lapped cars and line scoring. Race control will try to inform teams about faster lapped cars so lead lap cars can make informed decisions during race.
16. **Spotters:** Spotters are required to be in the designated spotters stand during racing activities. Spotters must have the ability to listen to race control via a standard scanner at all times during the event. **The frequency is 467.7875.**
17. **Post-Race:** No burnouts! The top five finishers must go to the front-stretch immediately following the completion of the race. Crews may touch the cars only when directed to by series officials.