



## Schedule of Events

### Friday, January 24

(Optional / No Tech)

10:00 Pits Open  
12:00 Track Open for Practice  
6:00 Practice Ends  
6:30 Track Closes

### Saturday, January 25

8:30 Pits Open/Tech Lines Open  
Pro Late Tech ONLY until 10:45  
10:15 Super Late Tire Selection (8 Tires)  
11:00 Pro and Super Drivers Meeting  
11:15 Pro Late Tire Selection (4 Tires)  
12:00 Pro Late Model Practice #1  
12:45 Super Late Model Practice #1  
1:30 Pro Late Model Practice #2  
2:15 Super Late Model Practice #2  
Super Race Set released for scuffing  
Pro Qualifying Tires Released  
2:45 Pro Late Models to Qual. Tech  
3:00 Practice Ends  
Super Qualifying Tires Released  
3:30 Super Late Models to Qual. Tech  
4:15 Pro Late Model Qualifying  
5:00 Super Late Model Qualifying  
6:00 **Super tires returned to impound**  
7:00 Track Closes

### Sunday, January 26

7:30 Gates Open  
8:30 Hauler Removal Begins  
9:15 Pro and Super 1<sup>st</sup> Set Tires Released  
**(Hauler must be removed before you pick up your tires)**  
10:00 All Haulers MUST be removed from infield by 10:00 (penalties apply)  
10:00 Pro and Super Drivers Meeting  
10:30 Super Cars to Tech  
11:30 Chapel Service  
12:15 All Cars Must be Gridded  
12:30 Autograph Session (Both Divisions)  
1:00 CRA 2<sup>nd</sup> Tire Set Released  
1:15 Autograph Session Ends  
1:30 Driver Introductions (Both Divisions)  
2:00 JEGS Tour/Pro Late Model Chevrolet Performance 125 ARCA/CRA Super Series "SpeedFest 200"

## Tire, Qualifying and Race Procedures

### Tire Procedures:

You must start the race on the tires you qualify on (unless you run the last chance race). **Supers** will be allowed 8 tires in your pit area for the race, 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. **Pro's** will be allowed 4 tires marked or unmarked tires in your pit area during the race 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. 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. **Supers, there will be NO approved flats at the break!** Tires put on during the break must have been purchased at the event. Teams can take race set out of impound during the second Super practice on Saturday to use for practice or to scuff. A pit stop is not required for either event. Any violations in tire procedures will result in a 2 lap penalty per tire.

**Supers: The restart immediately after the break will be lined-up based on the amount of tires changed 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.** For line-up purposes after the break, officials will assume that all cars changed four tires and it is the team's responsibility to inform their pit official that they changed less than four tires. Tires may be broken down for further inspection at any time.

Qualifying/Race tires selection will be done in Qualifying Order starting at 10:15am Saturday Morning.

### Tire Change Reporting During Break

At the break, teams will have 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.

### Qualifying Procedures:

Qualifying procedure will consist of one complete warm up lap and two consecutive laps for qualifying. Once you take the green flag that is your only attempt to qualify in that round. A blind draw (to conclude at 10:00 am on Saturday) will determine qualifying order. If you do not qualify in your proper drawn position, you may not start in the top 15, and will only receive one warm up lap and one qualifying lap and will not receive awards for your qualifying effort. **All Super qualifying tires must be returned to impound after qualifying on Saturday.**

Supers Starting Field: 1-20 from Qualifying, 21-22 top two highest not already locked in from CRA 2013 Owner Points, 23-26 top four finishers from 25 lap Last Chance Race.

Pro Starting Field: 1-20 from Qualifying, 21-22 from 2013 CRA Owner Points, 23-26 from 15 Lap Last Chance Race (**Pro cars locked into the feature will be impounded after qualifying until their race on Sunday.**) If all cars are to start, the qualifying results will determine the starting line-up exclusively. **Fast Qualifier will draw for an inversion from 5 to a possible 10 for both events.** Promoter may add additional Starters at half starting pay.

(See Reverse for Race Procedures)

# Race Procedures:

1. **Initial Start:** 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 line until the finish-line. No jumping a start or passing before the 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 and as safety allows, so safety crews can work on track. All cars must get single file and stay single file. The line-up is frozen when the caution is displayed. If necessary, officials will make a call based on visual confirmation of positioning; if that is not possible, scoring for those positions will revert back to the last completed lap. If a yellow or red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart. **Yellow flag laps count the first 175 in the Super race and first 100 in the Pro race.** You can lose a lap under yellow. A rolling red could be called if there are excessive yellow flag laps during a caution period, cars will not stop, but laps will not be counted until the race goes back green.
3. **Break (Supers Only):** There will be a Halfway Break at lap 100. The white flag will come out on the leader at lap 99, the checkers will be given to the leader at lap 100. 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. 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 their 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.
4. **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. **Pushing a car off the track in the backstretch could be considered rough driving.** 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.
5. **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.
6. **Pit Road Speed:** The pit road speed limit is 30 mph, if a car goes over the limit, they will be black flagged for a stop and go penalty. Cars may not pass the pace car at anytime (unless directed to do so by the race director).
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:** Go to your pit. Your scoring will stop until the situation is rectified. Check with your spotter.
9. **Restarts:** 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 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. **Other than the first two cars, cars in the odd number restart positions will ALWAYS restart on the inside.** The leader should gradually and steadily increase his speed 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. Cars should already be at or near race speed when they hit the re-start line. 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. **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 directed 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
11. **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 in the last 10 laps of the race.
12. **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.
13. **Two Scoring Systems:** Transponders will be used for scoring. Teams must return the transponder to a scoring official before leaving (\$400 Penalty if not returned). There are also 2 scorers in the tower doing lapped cars and line scoring.
14. **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 electronic scanner at all times during the event. The frequency is **467.7875**. Drivers should keep your spotters patient and polite; spotters keep your drivers the same.
15. **Post-Race:** 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.

*(Please Note: Race officials have the right to alter the rules or procedures at their discretion for cause or to ensure fair competition.)*