



## CRA Schedule of Events

### Friday, January 23

(Optional / No Tech)

10:00am	Pits Open
12:30pm	Track Open for Practice
5:00pm	Practice Ends
6:00pm	Track Closes

### Saturday, January 24

9:00	Pits Open/Tech Lines Open
10:00	CRA Qual./Race Tires Selected
10:30	GAS Drivers Meeting
11:15	CRA Drivers Meeting
12:00	GAS Practice
1:00	CRA Practice
2:00	GAS Practice
3:00	CRA Practice
	CRA Race Set released for scuffing
4:00	Break & CRA Qual. Tires released after return of scuffed 2 <sup>nd</sup> set
4:15	GAS Qualifying
5:00	CRA Qualifying
5:45	Qualifying Ends
	CRA Qual. Tires Returned to Impound
7:00	Track Closes

### Sunday, January 25

10:00	Gates Open
10:30	GAS Drivers Meeting
11:00	CRA 1 <sup>st</sup> Tire Set Released
11:15	CRA Drivers Meeting
11:45	All Cars to Tech
12:30	All Cars Must be Gridded
12:30	Autograph Session for Both Divisions
1:15	GAS Last Chance Race
1:30	CRA Last Chance Race
	CRA 2 <sup>nd</sup> Tire Set Released
2:00	GAS Pro Late Model 100
	CRA Super Late "SpeedFest 200"

## *Tire, Qualifying and Race Procedures*

### Tire Procedures:

Eight (8) tires will be allotted for use during the race. Besides the tires on the car at the start of the race, teams may only use four (4) more tires during the **BREAK** in the feature event without penalty or approval. You will be allowed to have four extra tires in the pits for emergency flats if approved, but they must have been purchased during the race weekend. Emergency spares do not have to stay in impound. All tires for scheduled use during the feature must be purchased at the event and be placed in impound each night as directed by officials and/or these rules. You must start the race on the tires on which you qualified. **No tire may go into any trailer. All tires must remain outside in plain view!**

Teams may change a flat tire during the race without penalty, but the flat tire must be inspected **before** being touched by a crewmember and the team must have approval from officials **before** changing it. It may only be replaced by an emergency spare. Qualifying tires used in the 1<sup>st</sup> half of the race may be considered emergency spares in the 2<sup>nd</sup> half of the race.

Officials will inspect and inventory the tires you have in your pits before and after the race, as well as track your usage during the race. Any attempt to circumvent the tire usage rules, or the intent of the rules, will not be tolerated, and those in violation may be subject to maximum penalties. **Tires may be broken down for further inspection at any time.**

Qualifying and Race tire selection will be done in Qualifying Order.

### 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 qualifying tires must be returned to impound after teams make the starting field on Saturday.**

Starting Field: 1-24 from Qualifying, 25-28 from Last Chance Race(s), 29-30 to two in 2008 CRA Owners Points not already in, 31-32 top two from 2008 Snowball Derby not already in. If all cars are to start, the qualifying results will determine the starting line-up exclusively. Promoter may add additional Starters and/or Promoters Options if necessary.

(See Reverse for Race Procedures)

## Race Procedures:

1. **Initial Start and Re-Starts:** On all starts and re-starts the green flag will be displayed when the leader is at the line coming off of turn 4. There will be no passing to the left until the start finish line. Restarts will be **SINGLE** file, with lapped cars behind all lead lap cars.
2. **Yellow Flag:** There will be no racing back to the caution. When the yellow 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**. 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. Once the white flag has been displayed, and a caution situation arises, we will be racing back to the checkered flag, but the yellow light and yellow flag will be displayed along with the green light and white flag, to inform teams there is a situation on the track, but the next lap will be scored at the checkered flag. (Only a red flag will be cause for a restart after a white flag.) The White and Checkered Flags will be used on lap on laps 99 and 100, and those will be raced under green flag conditions.
3. **Break:** There will be a 10-minute break that teams may make any changes to the car that are within the rules. They may also change all four tires. Teams must be back on the track at the end of the 10-minutes or they will restart at the tail.
4. **Cars Involved in the Caution:** Cars involved in bringing out the caution will go to the tail of the field. Only the initial cars involved in the caution will be required to go to the tail. Cars that spin or stop may get their spots back if they are able to continue and do not go to the pits. The race director exclusively will determine responsibility for the caution and any cars that may be penalized by moving them to the tail.
5. **Pitting Procedure:** Since pit stops are for emergencies only, all cars may pit first time by, behind the pace car.
6. **Pit Road Speed:** The pace car will designate the pit road speed for cars on pit road, both entering and exiting. 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:** 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.
8. **Restart Line-Up After Caution:** Restarts will always take place at the white line coming off of turn 4. The restarts will be **single file** with lead lap cars at front and lapped cars behind them. Lapped cars will stay in the order they are on the track, without regard to number of laps down, behind the lead lap cars. When the flagman displays the “Two to Go” signal, **lead lap cars** will pull down at the line and move to the inside and pull past the lapped cars. If you, as a lead lap car, fail to drop down at the line and try to later, you may not go up and get what should have been your original restart position if you would have dropped down correctly. Do not be confused by thinking someone is going double file when they are actually just going to the pits...wait for the two to go signal from the flagman and then **lead lap** cars will drop down at the line. *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.*
9. **Restart Speed/Pace:** The leader should gradually and steadily increase his pace after the pace car has dropped off in the backstretch. No slowing, brake checking or decrease in acceleration rate.
10. **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 he is not the cause of the yellow) and announced accordingly. He will stay in his position throughout the caution period (he may pit if he elects to), until the flagman displays two to go, and then proceed around the pace car to restart on the tail of the field. No Lucky Dog will be awarded in the last 10 laps of the race.
11. **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.
12. **Last Five 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.
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 3 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. Teams may take tire temps and air pressures, but no jacks will be allowed on the front-stretch. Besides the items outlined previously, no crewmembers may touch the car. Crews may work on the cars only when directed to by the officials.

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