



CRA Schedule of Events

<u>Friday, January 29</u>	<u>Saturday, January 30</u>	<u>Sunday, January 31</u>
(Optional / No Tech) 10:00 Pits Open 12:30 Track Open for Practice 5:30 Practice Ends 6:00 Track Closes	9:00 Pits Open/Tech Lines Open 9:30 CRA Qual./Race Tires Selected 9:45 Pro Late Model Drivers Meeting 10:15 CRA Drivers Meeting 11:00 Pro Late Model Practice 12:00 CRA Practice 1:00 Modified Practice 1:15 Pro Late Model Practice 2:00 CRA Practice CRA Race Set released for scuffing 2:45 Modified Qualifying CRA Qualifying Tires Released 3:15 Pro Late Model Qualifying 4:00 CRA Qualifying 4:45 Qualifying Ends CRA Tires Returned to Impound 5:00 75 Lap Modified Feature	10:00 Gates Open 10:30 Pro Late Model Drivers Meeting 11:00 CRA 1 st 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 Pro Late Model Last Chance Race 1:30 CRA Last Chance Race CRA 2 nd Tire Set Released 2:00 Pro Late Model Pro Late Model 150 CRA Super Late "SpeedFest 250"

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 (unless you run the last chance race). **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 1st half of the race may be considered emergency spares in the 2nd 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 tires selection will be done in Qualifying Order, and Race tire selection will be done in reverse 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 2009 CRA Owners Points not already in, 31-32 top two from 2009 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 double file, with lapped cars to the inside or all the way to the tail on the inside. Restarts inside 10 to go will be single file with lead lap cars in-front of lapped 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 124 and 125, 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.
9. **Restarts After Caution:** Restarts will always take place at the white line coming off of turn 4. The restarts will be double file with lapped cars to the inside and up front or at the tail. Lapped cars cannot be in the outside lane. Lapped cars will not move to the inside until the flagman has given the two to go signal, and lapped cars will drop down at the line at that time. If you, as a lapped car, fail to drop down and try to later, you may not go back up and get what would have been your original restart position. 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 drop down then at the line. **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. **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.
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/she is not the cause of the yellow). The Lucky Dog will stay in their position throughout the caution period (Lucky Dog may pit if he/she 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.)