



# Mid-American Stock Car Series Policies and Procedures

## I. Qualifying

- A. Competitors should be in line for qualifying when it begins. There is not set order for qualifying cars. If it becomes a problem getting cars to the qualifying line, we may institute drawing for qualifying order.
- B. Every attempt will be made to allow all cars to qualify. Most of the time this is up to the local track officials. Once the qualifying run has begun, that is your time. You may not attempt to re-qualify. Qualifying runs officially begin when you take the green flag.
- C. If a car breaks or spins on the first lap and must return to the pits, a second lap may be allowed at officials discretion provided the car does not trip the timing light for completion of the second lap. Car must immediately contact Mid-American officials for approval to return to the qualifying line for a second lap.
- E. If time trial qualifying is cancelled for any reason the following may be used to determine line ups:
  - 1) points may determine the lineup.
  - 2) Practice transponder times may be used.
  - 3) Invert as stated in section II. may still apply. There will not be any qualifying points awarded if qualifying is cancelled.
- F. Scratches must be made before the feature line up call to the line.
- G. A single alternate (next in qualifying), regardless the number of scratches, may stand by for a call to the feature.
- H. After the start of the last chance race, the driver must drive the car he has qualified in.
- I. A competitor qualified for an event that loses his/her ride do to circumstances beyond his/her control, may secure another car that has been entered and competing in that event to complete his/her race(s). Competitor must start at the rear of the next subsequent race.

## II. Lineup Procedures

- A. For a standard 40-lap feature, the invert will be six (6) plus the roll for 1/3 and shorter tracks and eight (8) plus the roll for track over 1/3 mile.
- B. Unique race formats and/or tracks may require the invert to be a pre-determined number plus the dice roll. Last chance will be aligned "straight up" w/quick qualifier on the pole.
- C. It is preferred the slowest qualifier of the possible invert or their designee will roll the die to determine the invert.
- D. Any car that is not in the line up for the race when called to staging, will forfeit the position and be placed at the rear of the field. After a race line up is posted, open positions will be filled by pulling up the next car in line. No re-crossovers.
- E. Any car that is not in the line up in the pre-race staging area for the Heat Races will start at the rear of the field. Cars that do not make the line-up for their heat race will start at the rear of the field in the consi, if any.

F. Cars that miss time qualifying will line up behind provisionals at the tail of the last chance race or feature if no last chance race is necessary.

### **III. Abbreviated Races**

A. Races may be shortened due to unforeseen circumstances. Every attempt will be made to complete a race to its scheduled length. If a feature race is shortened for any reason it may be considered complete if more than half the race length has been scored (i.e. 35 lap race must have completed lap 18, etc.). Full points will be awarded for all races considered complete. Segments not completed may be adjusted to "flat points". Rescheduled incomplete races may be started from the top. Any cars that were out of the race when the uncompleted race was stopped will be able to run the rescheduled finish starting at the rear with a maximum 1-lap penalty.

B. In races with cautions being counted, cars pitting under caution will not lose a lap.

C. If a caution results in a premature checkered flag, the finish will be scored as the race would have been relined after the caution.

D. For races cancelled due to rain, etc. points will be awarded for all completed portions of the program (i.e. qualifying, heats). If racing is cancelled before any portion of the program starts, appearance points only will be awarded to the drivers accounted for. If the race program is cancelled before the scheduled pits open time, no points will be awarded. If the event is ended by a red flag before the advertised distance is completed the positions will be paid and points given according to the order the cars would have been restarted.

E. In the event of a weather-shortened program the payoff may be adjusted for the races and/or laps run.

F. Mid-American officials and promoter/track owner will make the final decision(s).

### **IV. Provisional**

A. The highest car driver(s) in points not in the feature field after all other qualifying options may take the provisional position(s). The provisional(s) will start last in the feature field.

B. A driver must qualify, run the heat and last chance in order to be eligible for a provisional unless the driver is attempting to make repairs to his/her car in time for feature event. That driver must, however, make an attempt to qualify, run the heat, and/or last chance.

C. Provisional candidate(s) wishing to drive a car other than his own must attempt to qualify and make the decision prior to the last chance race.

D. Provisional candidate(s) will automatically be given the provisional position(s) by default unless the driver informs officials otherwise.

E. A provisional position may not be used in two consecutive races.

F. A provisional position may not be used more than twice per racing season.

G. Disqualified cars may not use a provisional.

H. Provisionals may be added/deleted for certain events. Provisionals may be added to the field by the race promoter or race sponsor. These will be in addition to the advertised starting field. I. Two additional member provisionals may be added to the last two scheduled point events of the season. Member must have participated in all previous events of the season and have a provisional available.

## V. Flag Rules

### A. GREEN FLAG. The track is open for racing.

- (a) Any cars jumping positions on any start will be black flagged and sent to the rear of the field.
- (b) On the initial start, passing only allowed after cars have crossed the start/finish line.
- (c) If a car is unable to make the starting lineup or has been relocated because of race procedures previous wins etc..., each row of cars will move directly up. Rows WILL NOT criss-cross.
- (d) Cars MUST take the initial green flag to be scored for the race and receive monies.

### B. YELLOW FLAG.

Danger on the track. All cars must come to a parade lap speed as soon as safely possible and fall into single file formation. Cars will restart in the position they were running on the last completed green flag lap.

- (a) SPIN OUT RULE. The car or cars deemed as the cause of the caution will restart at rear of field, behind lapped cars. A car spinning to avoid a wreck may receive his position back if no work is done to the car. Spins due to blown engines or major fluid loss of another competitor will result in the spinning car receiving his position back. If a car stops to avoid a wreck and is pushed into it; that car will receive its position back, if no work is done to the car. The determination of involved cars is a judgment call; and the Race Director's decision is final.
- (b) INTENTIONALLY CAUSING A CAUTION. If the Race Director determines that a car stopped on the track to cause a caution to benefit its track position, that car will be issued a one (1) lap penalty and put to the rear of the field.
- (c) THREE CAUTION RULE. If a driver is deemed to be the cause of three (3) cautions in a race, he may be parked for the remainder of the event.
- (d) DRIVERS BEING LAPPED THAT CAUSE A CAUTION. If a driver is about to go a lap down, and is involved in an accident with the race leader, the race leader will receive his position back, and the driver being lapped will restart at the rear of the field, and lose one (1) lap. If the accident occurs on final lap, the race leader involved in the caution will finish in the order that he crosses the start / finish line. The car being lapped will be penalized one lap.
- (e) FIRST LAP CAUTIONS. If a caution comes out before the completion of the first lap, the cars involved will return to their original starting positions, unless a car must pit for repairs. If a car pits for repairs after a first lap accident that car must start at the rear of the field.
- (f) Cone rule will apply if using the cone
- (g) RESTART ORDER. Cars will restart the race in the following order:
  - a. Lead Lap Cars
  - b. Lap Down Cars
  - c. Penalized Cars/Cars Causing the Caution
  - d. Cars Pitting Under Caution

### 1.3 RED FLAG. All cars must come to a complete stop.

- (a) Any car that pits will be allowed to work on their cars during the red flag period.
- (b) During a red flag; a track official may advise you of damage or an issue, but no one, including officials are allowed to work on the car on the track.

### 1.4 ROLLED UP BLACK FLAG. Warning that a driver may be being too aggressive toward fellow competitors.

1.5 BLACK FLAG. Pit immediately. After three (3) laps of failing to pit, the car will no longer be scored.

1.6 BLUE FLAG WITH ORANGE DIAGONAL STRIPE. Warns a driver that he is about to be lapped by a faster car. Driver being lapped should yield to the inside and get out of the racing groove and let faster cars by.

1.7 WHITE FLAG. One lap remains in the race. A white flag lap caution may result in a completed race or a one chance only, greenwhite-checkered at official's discretion.

(a) LAST-LAP WRECK. The white flag means the leader has started their last lap. If a yellow flag is displayed during the white flag lap, cars will be scored on the basis of how they cross the finish line, should the yellow and checkered flags be displayed simultaneously. Once the yellow flag is displayed drivers are expected to maintain a reasonable speed in consideration of the conditions. The Competition Director reserves the right to make a judgement call on a "reasonable speed."

Once the white flag is displayed, no car on the track may receive assistance. Violation will result in the car not being scored for that lap.

(b) LAST LAP SPIN-OUT RULE. Once the leader has taken the White Flag, any car involved in a last lap spin out will be scored so that the lead car will finish in front of the other car involved in the spin, even if that car keeps going.

(c) SPINNING LEADER ON LAST LAP. If another driver spins the first place driver, while racing for first place, after the first place driver has taken the white flag, that car may finish no better than one spot behind the white flag lap leader. If a car is involved in a spin on the last lap and does not cross the finish line, it will be scored as the last car on the last lap.

1.8 CHECKERED FLAG. The race is officially ended. All cars must pass under the checkered flag to be scored as having completed the last lap. Top Three cars should go to the scales and tech area immediately following all races.

## **VI. Starts/Restarts/Finishes**

A. Field of cars is set once the initial green flag drops.

B. No scuffing tires after one to go signal is given. This may be modified for larger tracks.

C. The green flag/light determines the start of the race. NO passing before the green flag/light.

D. On a start/restart, no passing will be allowed on the inside before the flagstand. Having position on the car in front of you is considered passing. This decision is at the discretion of the officials.

E. Scoring after a caution will revert back to last completed lap.

F. Cone will be used in lieu of "Double File". Double file restarts for feature and select qualifier races only up to last ten laps. Single file with ten laps or less to go, lapped cars line up in order at the tail of the field.

G. Cone procedures:

a) Eligible cars- all lead lap cars not involved in caution may choose either lane.

b) Cars involved in caution, lapped cars or cars returning from pit are not eligible for choose.

c) Cone will be used a maximum of 5 times in any feature event.

H. A "Gentleman's/Tap Out" rule will be used. If a driver feels they are solely at fault for an incident, they may pull to the bottom of the start/finish line and tap their roof. At that time, only that driver will be sent to the tail of the longest line with others deemed involved awarded their prior position.

- I. There may be a minimum four (4) position penalty for a car causing misalignment.
- J. Barring a catastrophic situation as determined by officials, cars must finish their heat to maintain their feature qualifying position.
- L. If a driver is not present for warm up laps, he/she will start at the tail end of the field. Driver position may be retained at the discretion of officials (i.e. traffic jam in pits, etc.)
- M. Lap is considered complete when, at official's discretion, half of cars have crossed the line. Line up is frozen when the caution comes out. NO RACING TO THE LINE.
- N. If there is a wreck behind the leader(s) after the checkered is thrown, remaining cars not crossing the start finish at the time of the wreck/caution will be scored as a restart with cars involved to the tail and the race will be complete.
- O. Line up after a caution as a result, in whole or in part, of an "act of God" may revert back to the last completed green flag lap.

### **VII. Pit Cleanliness**

- A. Tires and used or damaged parts belong to you. Unless specific disposal services are made available at the track it is your responsibility to properly dispose of these items. Tires and old parts found left in your pit after you leave the premises will result in a \$25 per item fine.
- B. You must keep your pit area clean of all trash and dispose of it in the proper receptacle.
- C. Use proper care so as not to damage the track and pit areas. Use of plywood or other materials to prevent sharp edged jack stands from damaging asphalt is highly recommended.
- D. Gas and oils spills must be cleaned up immediately. Use proper disposal facilities to dispose of used oils. If none are available, take it with you.

### **VIII. Rookie Qualifications**

- A. Must be a Mid-American Stock Car Series member with a Mid-American registered car.
- B. Eligible rookie must not have raced more than three Mid-American seasons and no more than 3 races in any given Mid-American season.
- C. Experience at a level considered above the Mid-American Stock Car Series in any previous season is acceptable. The level and amount of experience may disqualify you. Mid-American officials will determine your eligibility.
- D. Must turn in application before the third scheduled race date.

### **IX. Protests**

- A. Protests must be made within fifteen minutes of the conclusion of the event in question. Protests must be in writing and made to a Mid-American Official.
- B. Protester must: 1. Compete in same event 2. Finish behind the car being protested 3. Finish race on same lap. 4. Pass inspection with his own car after race.
- C. Protester must designate an observer for tear down.
- D. Protests involving engine, chassis or tires shall be ruled on by officials and are not appealable.
- E. Protest fees are as follows: 1. \$100 – Wheel or tire (one) 2. \$100 – Most visual mechanical or specification protest 3. \$400 – Teardown of intake manifold, one head, clutch, etc. 4. \$600 – Oil pan, major engine teardown, both heads, multiple parts, etc. or crate engine 3rd party inspection.
- F. The officials regardless of outcome will retain a minimum of 25% of the protest fee. If car is legal 75% of the money then goes to the car in question. If the car is illegal 75% of the money is returned to the protester.

G. Mid-American officials reserve the right to deny or postpone the protest at shows which would be detrimental to competitors participating in out of state or two-day shows or that may be considered a grudge protest.

#### **X. Other Procedures**

A. Mid-American officials will determine the frequency, method, timing and type of inspections and the number of vehicles to be inspected at any Mid-American event.

B. Illegal items escaping detection during inspection does not make them legal.

C. The car owner or driver will be required to identify the make, model and year of the car which was the basis for the race car at the time of inspection. In addition the owner/driver will be required to identify the make, model, and size of the motor and its parts and the production availability of all parts.

D. In doing so, the owner/driver certifies that his car meets all the requirements contained in the rules. In the event of an official challenge of the car, by inspectors or by protest. The burden of proof will rest on the owner/driver to show that it meets all of the requirements.

E. Mid-American reserves the right to limit admittance to any area or garage in which inspections are being made. The official in charge has the right to limit that admittance to only Mid-American officials and two mechanics assigned by the car owner to handle the work necessary in preparing the car for inspection.

F. Each member and /or participating (including but not limited to owners, drivers, and crew personnel) expressly agree that the act of entering a Mid-American racing event shall constitute an agreement by him to be bound by all the rules and regulations covering the event. The participant also agrees to be bound by the decisions of the chief steward, and to release the chief steward, Mid-American officials and management, and all other event officials for an erroneous decision or a decision based upon malfunctioning electronic or mechanical testing equipment.

G. All points accumulated are considered driver points.

H. Points, compensation and awards will be commensurate to proper decal placement and car appearance.

I. All weighing and measuring devices used by Mid-American technical officials are the standard that will determine engine or vehicle legality. The engine builder, vehicle builder or the participant must make any latitude or tolerance.

J. Although every effort has been made toward complete, understandable and correct rules, as well as the same factors in putting them into print. Mid-American management and officials cannot possibly anticipate every situation, circumstance or interpretation. In these instances Mid-American officials reserve the right of final interpretation. Their decisions are final.