

## **Tucson Speedway**

### **2022 Track Rules, Regulations & Procedures**

Tucson Speedway and START-Tucson welcomes all drivers and pit crews to our track. This is a set of track rules and regulations that need to be read by YOU and YOUR pit crew members. **Drivers are responsible for their crew members, family and friends complying with these track rules.** Our officials will be fair and patient with your issues as long as you follow the guidelines in this document. We want you, your family and fans to enjoy yourselves and your adherence to these guidelines, will ensure you are doing your part.

**Driver Training** - Any persons wishing to race who have not raced before must go through an orientation period that includes an orientation and at least 2 hours of on track time. The driver must be signed off by track promoter before being allowed to compete.

**Pit Passes** - When you arrive at the track, you will sign in at the Pit Gate Registration Office and sign the designated forms, pay the entrance fee and receive your pit pass. You must display the pit pass at all times while in the pit area. Anyone caught in the pit area without a pit pass or giving the pass to someone else will be ejected for the night. The race team they are with will also be held responsible and ejected for the night and/or not paid.

**Drivers Meeting** - Drivers must attend the meeting. If you have any questions, please ask them at the drivers meeting or before the 1<sup>st</sup> race. There should be no unanswered questions by the end of the drivers meeting.

**Transponders** - All divisions must use a transponder while on track and mounted as specified in each set of rules.

**In-Car Communications** - Super Late Model, Thunder Truck, Modified, Outlaw Late Model, Pro Stock, Hobby Stock and Hornet drivers shall reference their division specific rules for rules governing in-car communications. Penalty for all divisions not adhering to the in-car communications rules will result in being black flagged.

Legend drivers may have a spotter with two-way communication. The spotter shall be staged in the spotters stand while the car is participating in any race event. If the driver does not have a spotter, the driver must use a Race Receiver monitoring race control.

Bandolero drivers shall not use two-way communication with a spotter. The driver must use a Race Receiver monitoring Race Control only.

**Pill Draw and Driver Check-In** - All drivers MUST check in after arrival when asked to do so. Any driver arriving after the drivers meeting will start last in the first available heat race. If unable to start last in the first available heat race they will scratch the heat race. If the car is in a qualifying division they will be first out and receive their slowest lap. If cars qualify identical times, the first car to qualify that time will be placed ahead for the quickest time and so on. Either DRIVER and/or CAR must be present AT TIME of check-in.

**Pit Stalls** - Car owners may reserve a pit stall on a seasonal basis. Each pit stall will rent for \$ 125 per season. The person who reserved a stall last season has first choice for that stall this season. Stalls may be reserved anytime on a first come basis. If you do not reserve a pit stall, pit stalls may be taken on a first come basis. **NO Electricity is provided.**

**Motorhome/Camp Trailer Parking** - An annual storage fee of **\$500.00** will be charged for leaving a Motorhome/Camp Trailer at the track for the season. **No electricity is provided.**

**Car Numbers** - Car owners may reserve car numbers for \$ 25 per season / per class. The car owner who reserved a car number in a class last season has the first right to the number for the upcoming season. Duplicate car numbers are not allowed and if not reserved last season they will be reserved based on the highest finish in the prior seasons' points standings.

**Membership/Licenses** - Drivers MUST become NASCAR Licensed. NASCAR memberships are optional for others including: crew, family, etc. (NASCAR Licenses/Memberships are recommended for all persons entering the pit area). Legend drivers must be INEX Members with no grace period. Bandolero drivers can buy either an INEX Membership or Tucson Speedway Membership.

**Drugs or Alcoholic Beverages** - NO alcohol is allowed in the pits before or during the races. If caught, you will be ejected for the night. If you or any of your pit crew members choose to purchase any alcoholic beverages from the bar, you will not be allowed back into the pits until the race night is completed. Drivers/crew may be tested at any time. Alcohol is allowed in the pits after the finish of the last feature race. NO DRUGS ALLOWED AT TUCSON SPEEDWAY. ZERO TOLERANCE POLICY.

**Driving in Pits** - NO SPEEDING either coming off the track or in the pits. The SPEED LIMIT IS **FIVE (5) MPH**. If a car is caught speeding, you may be asked to leave.

**Staging Area** - All cars stage in the designated area prior to racing, once the pit steward makes the first call. If you do not stage on time, you will start scratch. Enter in order. If unable to start car under own power you will tag the field.

**Starts and Re-starts** - Race starts in turn 4 within the start box, front two cars need to be side by side for the initial starts. The control car (leader) shall keep the pace from when the car exits until he/she accelerates to start the race within the box. If the leader does not accelerate prior to the second line (end of the box), the starter will start the race at that line. **Drivers may not pass on the initial start until they pass the start/finish line. Drivers may pass on a restart once the green flag is displayed.** If you are caught passing before the start/finish line, you will be penalized 2 positions per car you passed and must give back those positions within 2 laps. If a driver does not vacate those positions as directed from the Competition Director, then the driver will be black flagged and issued a drive through penalty.

Any vehicle jumping positions before the start or holding up the race will be sent to the rear of the field.

All vehicles must make an attempt to take the original green flag to compete in any event.

Any time a yellow is displayed, all lapped cars will line up at the rear of the field. **Absolutely no one** from the pit crew is allowed onto the track or infield during a yellow flag.

**Involvement Rule** - Cars involved in a wreck go to the back. "Involved" is defined as follows: Any car making contact AND stopping on the track, and a car that was the "cause of the yellow" whether or not that car stops will go to the back. Cars making minimal contact while trying to avoid the wreck, which do not stop on the track, will not be considered involved. Cars making NO contact but stop on the track to avoid the wreck, will not be considered involved and will retain their original position. If two cars have inadvertent close contact and one car spins, both cars will go to the back. In multi-car pile ups, all cars involved go to the back.

Any time a yellow is displayed within five laps of the finish of any feature event, all lapped cars will line up at the rear of the field. **Absolutely no one** from the pits is allowed onto the track or infield during a yellow flag.

During an Event, if a racecar is involved in an on-track incident and/or is stopped on or near the racing surface and unable to continue to make forward progress, unless extenuating emergency conditions exist with the racecar (i.e., fire, smoke in cockpit, etc.) the driver should take the following steps:

- Shut off electrical power
- After being directed to exit the racecar, the driver should proceed to either the ambulance, other vehicle, or as otherwise directed by safety personnel or a NASCAR/Track Official
- At no time should a driver or crew member(s) approach any portion of the racing surface or apron
- At no time should a driver or crew member(s) approach another moving vehicle

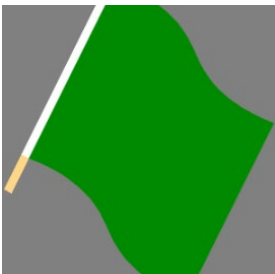
**Main Events** - Any driver causing 3 yellow flags in the main event will be directed to leave the track. This applies to all classes. If a car leaves the racing surface during a race and becomes laps down then re-enters the race, they will be scored laps. **If you change a tire—you MUST go to the back of the pack at the re-start.**

**Working During Red Flag** - Drivers/crews may work on cars during red flag conditions. Cars who leave the track and/or have work performed on their cars during the red flag and re-enter before the race resumes, will be started at the tail end of the field. Note that drivers/crews are not permitted to work on race cars on the race track unless specifically permitted prior to the race by the Competition Director.

**Rough Driving** - will **not** be tolerated. If you slip out of groove and someone comes under you, you may not drive back down on them. You slipped out of the groove, so hold your own line and race. If you are faster than the car in front of you, you need to pass them, not drive through them. If you inadvertently knock the car in front of you out of the groove or sideways, back off and allow them to regain their position. If it appears that you spun the car in front of you sideways to gain position, you will be black-flagged or you tag on the next yellow. If the race goes green for the balance of the race once you are deemed with rough driving, you will be docked 4 positions at the end of the race.

**OFFICIALS' PRIVILEGE** - Once over half the publicized laps have been completed or the *published time limit* has elapsed in any event, officials may call the race at any point for any reason. Officials may, at their discretion, check any race vehicle at any time. Officials reserve the right to impound any race vehicle at any time.

## **FLAG RULES**



### **Green Flag - Signifies the Start or Restart of a Race/Session**

When the yellow light goes out during the parade lap, the drivers should anticipate the green flag on the next lap.



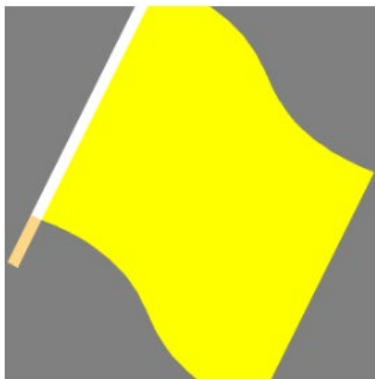
### **Restart Flag - Signals the drivers to restart a race in double file.**

If a yellow flag comes out on the first lap, the restart flag will be displayed. Vehicles determined to be involved by the officials, will go to the back of the field and the drivers will find their original starting position. Vehicles will move forward to fill in for any vehicles that were involved with the yellow.



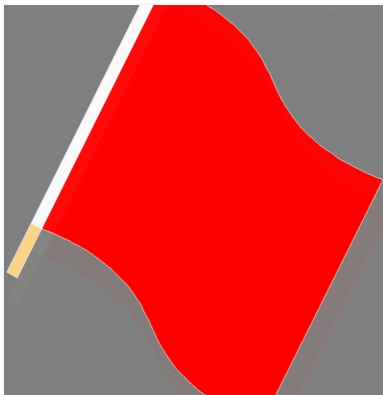
**Passing Flag - Signals a driver that a faster car is attempting to pass.**

Shown to lapped traffic, vehicle shall hold its line allowing faster cars to pass safely.



**Caution Flag - Signals that the track is not safe to proceed at racing speeds.**

No racing to the yellow flag & No passing allowed. Hold your position. Yellow Flag laps will not count. *(Unless specified for special events)* The re-start line-up will be determined from the last scored green flag lap.



**Red Flag – Signals that the track is not safe to proceed at any speed.**

All drivers should come to a complete stop. Any driver that has not come to a complete stop immediately will be directed to the pit when it is safe to do so and disqualified.

**Absolutely no one** from the pits is allowed onto the track or infield during a Red flag. Safety crews, ambulance personnel, and track officials are the only people permitted to assist at the scene of an accident. Vehicles that are not ready or prepared to race will be pushed into the pits or infield.



**Black Flag - Signals a driver to proceed immediately to the pit area for consultation with officials.**

A driver receiving a black flag must go immediately to the pits. The black flag will be displayed for unacceptable driving and/or vehicle malfunction. When a Black Flag is displayed it will signify the last lap scored for a vehicle, and if said vehicle does not proceed immediately into the pits, the appropriate fines and/or suspension may be levied by track officials.



**White Flag – Signals the last lap of a race/session.**

Once the white flag is displayed, the checkered flag **will** follow. If the yellow or Red Flag is displayed during the White Flag lap, the race will be scored according the last completed lap with adjustments for the involvement rule and the race is considered complete. After the leader has taken the white flag, no attempts will be made at a green, white, checkered finish.



**Checkered Flag – Signals the end of a race/session.**

When the checkered flag has been displayed to the lead vehicle, the balance of the field receives the flag on the same lap. Finishing positions will be paid according to most completed laps traveled in the least time, whether the vehicle is still running or not.

## **PROTEST AND TEARDOWN FEES AND PROCEDURES**

**Tucson Speedway Competition Director/Technical Director reserve the right to refuse a protest. Tucson Speedway Officials reserve the right to teardown suspect components (to include engines) based on competition level or any other reasonable observation at the discretion of the Track Promoter or the Technical Director. Tucson Speedway reserves the right to either impound a car or to seal a suspect motor for tear down at a later date. If at such later date the engine is found to be illegal, the competitor will lose points and purse for all events from the time of sealing.**

All protests must be filed in writing by the driver to the Technical Director within 30 minutes of end of the main event or 20 minutes after official results are posted, fees are payable with cash only.

\$1000 for an Engine

\$500 for the Chassis & Drive train components

\$250 for body using referee when a protest is accepted by the Technical Director

\$500 for Pan and bottom end rotating assembly (visual inspection)

\$100 for a scoring protest

It is recommended that you under the supervision of TS Officials tear down any item(s) that have been protested.

Tucson Speedway provides for the following penalties for refusing a protest:

First Offense of refusal will be the total loss of points and money for that event

Second Offense of refusal will be the total loss of points and money for that event and a loss of all points for the season, along with a \$500.00 donation to START Tucson to be paid before the car or driver races again.

Whether legal or not, 25% of the protest or tear-down fee will automatically go to Tucson Speedway, and is not refundable. If the protested vehicle is found to be legal, then the balance of the protest fee will go to the owner of the protested vehicle. IF ILLEGAL, the balance of the protest fee will be returned to the protester. The illegal vehicle may then be subject to further Donations which must be paid directly to Tucson Speedway prior to the driver competing in another Tucson Speedway event in any class. Any driver or car owner whose car finishes that Main Event may submit a written protest within 20 minutes of the posting of the finish of the race and do so with the Technical Director.

All disassembly may be done immediately or at a designated location and time per mutual agreement of protested vehicle owner, protester, and TS Track Officials. If driver or vehicle owner will not honor the tear-down, they are automatically disqualified and be subject to penalties outlined above. The Technical Director shall decide whether an issue is worthy of a protest, and if so, shall decide the protest as promptly as possible. TS Officials shall inform all parties to the protest of the final decision. If a certain issue is deemed by officials to not be an item to be protested, the protester will not be required to put up any associated fee.

All illegal parts found at any time will become property of Tucson Speedway and will not be returned for any reason. No exceptions.

A \$100 "Scoring Protest" fee will be required for all Divisions. All scoring protests must be made to the Competition Director in writing, to have scorers recheck any Main Event. The \$100 fee will go directly to TS, unless a scoring error is discovered in which case the fee will be returned to the driver protesting, and the scoring will be adjusted. *(No protests will be accepted in regards to TS Officials' calls. Scoring protests can only apply to end of race results; errors that may have occurred during the race may not be changed after the race has concluded.)*

Protests or race finishes remaining under review at nights end will not be paid out until a decision is made.

ALL RACE RELATED CALLS ARE JUDGEMENT CALLS MADE BY ON-TRACK OFFICIALS, FLAGMEN, AND PIT SIDE OFFICIALS AND CANNOT BE PROTESTED.

**Track Officials** - Any situation arising that concerns a track official, you should see the Competition Director. You, your pit crew, or family members are not allowed in the announcer's booth. If you have questions, please wait until after the races to speak with any officials.

**Rainout Policy** - There will be no refunds. Pit passes are good at the next race that your class races. Completion of heat races constitutes a show.

**Driver and/or Car Change** - must be reported to the Competition Director or his designee prior to that particular race. Driver must start scratch if qualified to race. If not reported, driver and car will be disqualified for the evening.

**Push Starts** - If you are unable to restart under your own power, you will go to the back of the field **unless** you are stopped by an official or a red flag situation in which case you will be allowed a push start and will retain your position prior to being stopped. **This goes for all classes.** If you are aware of the fact that your car will not restart KEEP YOUR ENGINE RUNNING.

**Pay out** - Winnings can only be picked up by the car owner or driver. Winnings not picked up will be returned to the office, so please get to the pay window in a timely manner. If winnings are not picked up within 2 months a check will be mailed. A \$25.00 check processing fee will be deducted from the winnings. If you have to leave early for some reason, please contact the office. NO Start and Park allowed. Must participate in 1/2 of the scheduled event in order to receive the tire allotment at the classes next scheduled event.

**Tech** - Tech will determine and announce the number of cars from each class that need to present to tech after the main event. Any car not presented directly to tech after the main event will be disqualified and will lose all points and money for the main event.

**Pits** - Gates will be locked and lights turned out after the evening's events are completed. Dogs must be kept on a leash at all times.

**Fans** - If it wasn't for the fans, we wouldn't be here. Any driver, crew member, or track employee who is the instigator of abuse on a fan whether it's verbally or physically will be ejected, fired, and required to pay a donation of \$100.00. NO EXCEPTIONS!!

**ATV's** -The use of ATVs in the pits is a privilege. ATVs are not allowed in the grandstand area. **No speeding (speed limit for ATV's is 5 mph), No nonsense . . . there are families with children in the pits and their safety is the highest priority. Warning for first offense; action on second offense . . . promise!**

Track Promoter reserves the right to change and/or alter these rules BUT MUST NOTIFY OF SUCH CHANGES BEFORE THEY ARE ENFORCED.

Tucson Speedway has a **CODE OF CONDUCT** policy which must be followed by all participants, crew, family members, other affiliates of a team and any Official or representative of the track. The **CODE OF CONDUCT** is the final page of this document.

Thank you for your interest and participation at Tucson Speedway!



**All drivers are responsible for the actions of their crew, family members and others affiliated with their race team.** Unsportsmanlike conduct of any kind will not be tolerated. This includes going to another drivers pit area after an incident on the track. Penalties or disqualification will result if you go into another pit area to cause any problems.

There will be no cursing in tech or at the pay window. *You will not abuse any track official or others.*

### **Social Media**

Any social media interaction or contribution that adversely affects Tucson Speedway, other members, or others may result in disciplinary action against individuals, up to and including exclusion from the track as determined by track management.

This Code of Conduct policy applies to all competitors, crew and officials. A competitor is a driver, entrant, family member, crew member, or any other individual or entity who participated in a Tucson Speedway sanctioned event. An official is any and all authorized officers, employees, agents, representatives, and subcontractors. Tucson Speedway reserves the right to apply the policy to other members as it deems appropriate.

Examples of inappropriate postings, statements, photographs, video or audio may include discriminatory remarks, harassment, and threats of violence or similar inappropriate or unlawful conduct and is prohibited. Avoid content that reasonably could be viewed as malicious, obscene, threatening or intimidating, that disparages others or that might constitute harassment of bullying. Any mistake should be corrected immediately.

### **Be Respectful**

If an individual post's or communicates any statements, photographs, video or audio that can be viewed offensive or meant to intentionally harm someone's reputation or could contribute to a hostile trackside environment it will result in penalties up to and including suspension and/or removal from the track.

### **Be Honest and Accurate**

Posts are "on the record" whether the online medium is public or private and is accessible to the media, public, sponsors, and other business partners and is subject to discovery in litigation matters. Rumors, speculation or information about Tucson Speedway or others are not to be posted until an official announcement, release or other post by official social media accounts have been made to the public and media.

### **Retaliation**

Retaliation is prohibited. Tucson Speedway prohibits taking negative action against any member or other for reporting or for cooperating in a policy investigation. Member(s) who retaliate against another member for reporting or for cooperating an investigation will be subject to disciplinary action, up to and including exclusion from the speedway and series. Social media plays an integral role in reaching out to and growing fan bases, engagement, marketing, and promotion to all entities. It is a way to give fans direct interaction with Tucson Speedway, drivers, teams, tracks and sponsors.

**BY SIGNING IN AS A PARTICIPANT, CREW, FAMILY, FAN OR OFFICIAL AT ANY TUCSON SPEEDWAY EVENT YOU AGREE TO BE IN COMPLIANCE WITH OUR CODE OF CONDUCT POLICY.**