

Slinger Speedway Procedures

On Track Procedures:

A. GREEN FLAG

1. The starter will turn off the yellow caution lights and hold up 1 flag indicating "one to go" which means the race will start on the next lap. All cars are to close up, hold their position and speed set by the pace car. No "scrubbing of tires", weaving, or other car movement is allowed. When the pace car leaves the racing surface, the pole position (inside front row) shall maintain the pace speed until the green flag is displayed.
2. At the discretion of the flag man, any cars bumping, shoving, or holding up starting procedures **may** be given the "consultation" (black) flag and sent to the pits to speak with an official.
3. On the original start of the race, no passing is allowed until the lead car has crossed the start zone line under green. **START ZONE:** The control car (pole sitter or leader once race has a completed lap) sets the pace when the pace car is off the track. If the non control car is ahead on the backstretch the flag man will highly consider not going green. The control car is to pick up the pace entering three and the front row should be even or the control car just ahead at the first line. The control car has until the second line (cone off turn 4) to start the race. If the non control car is ahead by a substantial amount at the second line (cone off turn 4) the race should not go green. If the control car chooses the outside line it is still the control car, nothing changes. **The front row will get two chances to start the race. If they still don't go green after the third attempt the second row will become the front row and the front row will become the second row.**
4. Any car passing or "jumping" position on any start shall be penalized two positions for every one position gained. The penalty shall be assessed at the next opportunity or end of the race. The driver may "give back" the position(s) before one lap is completed without penalty. If the "Pole" car moves from their position (pulling into the outside lane) before the start line, they will be penalized for jumping the start.
5. In most cases, one-half the starting field must complete a full lap for the race to be officially underway.
6. When a yellow or red flag is displayed before one lap is completed, the flag man will pat his head to indicate a complete restart. Drivers that are able to continue shall proceed to their original starting spot as quickly as possible.
7. When the orange traffic cone is placed at the start/ finish line, all cars behind the leader must choose the high (outside) or low (inside) lane for their restart. Drivers must select a lane upon reaching the cone must stay in that lane until the green flag is displayed. Cars may gain positions by selecting the shortest lane. Cars changing lanes after the cone will be given the black flag to report to the pits. They may rejoin the field at the tail end of the longest line. Lapped cars may NOT take the cone and stay to the tail of the longest line. **CONE RULE REMINDER:** All race cars involved in the yellow flag that are able to continue will be put to the end of the single file line (ahead of lapped cars) and allowed to choose high or low lane at the cone when it's placed on the front stretch. Lapped cars stay at the end of the longest line. If you go to the pit area and return to the racing surface after the cone has been placed you must tag the end of the longest line. If you return to the racing surface before the cone is placed you may choose the high or low lane at the cone.
8. Passing is permitted after the green is displayed.
9. Cars not up to racing speed or laps down will be sent to the tail end of the longest line on restarts.
10. Cars several laps down, damaged, or in the way may be given the black flag and sent to the pits.

11. Cars returning to the racing surface from the pits shall rejoin the rear of the field at the direction of the pit steward.

B. YELLOW FLAG "CAUTION"

1. The yellow flag signifies a potential hazard on the race track and requires drivers to **slow** their vehicle as soon as possible.
2. Drivers do not race back to the yellow; they must maintain their position and slow to a cautious pace. The leader will be picked up by the pace car. All drivers shall close up on the pace car in a **single line** and await further instructions. Drivers shall follow the path taken by the pace car to avoid debris, liquid or other obstructions on the racing surface.
3. The racing lineup shall revert to the last completed lap as determined by scoring officials. Half the field or more has to pass the start finish line for the lap to be completed before the yellow comes out. The scoring officials have complete discretion to determine the positions of cars at the time and to reposition cars in accordance with their determination when the field was froze. Their word is final. If you dispute your position, pull to the inside of the car where you think you belong. Scoring will confirm your position, and a track official will direct you to your starting spot. Failure to quickly take your position will lead to a black flag, a trip to the pits, and rejoining the field at the tail of the longest line.
4. Yellow flag laps do not count unless specified in entry form or at drivers meeting.
5. The car or cars deemed as the cause of the caution will be restarted, if able, at the tail end of the longest line. Fault shall be a judgment call and the officials' decision is final. Fault may be described as, but not limited to; instigating the action, result of the action, or part of either.
6. If officials are unable to determine which car or cars were the cause of the caution, then all cars involved in the incident may be sent to the rear, or all cars will be returned to their position as of the last completed lap. **Tap Out rule will be used in all divisions.** If a driver feels they are solely at fault for an incident and/or the track didn't see exactly who caused the incident the driver/car should 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 single file line with all others deemed involved awarded their prior position. The driver must "Tap Out" ASAP. If he/she is wrecked and cannot drive the car to the start finish line, the driver must verbally "Tap Out" FACE to FACE with a track official that can radio the scoring tower.
7. If a yellow flag is displayed for objects on the racing surface, spinouts, crashes, or other disruption to the lineup caused by liquid or other circumstances beyond anyone's control, then a "no-fault" caution shall be in effect and all cars able to continue will revert back to their position as of the last green flag lap.
8. Cars may not stop on the racing surface during a caution period. Cars needing repairs must enter the pits and have work completed there. Drivers may not stop in the infield and work on their car. All cars entering the pits shall rejoin the field at the tail end of the longest line.
9. Any car receiving assistance not directed by the speedway management, safety crewmember, or employee, on the racing surface or infield will be immediately disqualified. No service or repair may begin until the car has entered the pit area.
10. No one may enter the racing surface to perform repairs on any racing vehicle under the yellow flag. Cars receiving such service shall be immediately disqualified from the event.
11. Any car or cars that spin out by themselves, or by minor or incidental contact, stop on or near the racing surface, or go into the infield must attempt to restart immediately and continue to race. The yellow flag will not be displayed if there is no apparent damage or the car is not positioned in an extremely hazardous position for one full lap. The car shall then rejoin the field at the tail end of the longest line. **For example**, if a car stops on the race track with a flat tire in effort to cause a yellow flag then pits to change the tire said car will automatically be scored one lap down to the leader when it returns to the track.
12. Cars that cause a caution by themselves **more than two times** in the same race will be sent to the pits for the remainder of that race.

13. When a pace car is used, no car may pass the pace car, unless directed to do so by the pace car driver. Cars that pass the pace car without permission shall be given the black flag and report to the official in the pit area. Repeated violations of this rule will result in disqualification and /or suspension.

14. If a car more than one lap down is racing or not adhering to the move over flag, or not holding his her lane to a lead lap car and there is an altercation the lead lap car will not lose it's position.

C. RED FLAG 'RACE STOPPED''

1. When the red flag is displayed the driver shall get control of the racecar, reduce speed immediately and stop as directed by the pace car or on-track official. Cars failing to stop will be given the black flag and sent to the pits. A minimum of a one-lap penalty may be given.

2. If yellow flags laps were counted, then no work may be performed on any vehicle in that event while in pit area unless directed to do so by the pit steward. Penalties will range from one lap to disqualification from the event.

3. Once all cars have stopped, no cars will be allowed to move from the racing surface without permission. No cars may enter the racing surface from the pits until the red flag period ends. A one-lap penalty shall be given to the car(s) that fail to comply.

4. Drivers shall remain in their cars unless directed by an official to exit. The driver, crew, officials, or anyone else may NOT make repairs, adjustments, or alterations during this time.

5. All drivers must be ready to restart at the command of the starter. Lineup will revert to last completed lap for those able to continue that did not enter the pits. Any driver not ready to restart will be given the black flag and report to the pit official.

D. MOVE-OVER FLAG (BLUE WITH DIAGONAL YELLOW STRIPE)

1. The blue flag with a diagonal yellow stripe signifies that faster traffic (leaders) are overtaking cars being signaled and that cars being given this flag should be prepared to yield or "Move over" to faster traffic.

2. Cars should move to the bottom lane and hold their line.

3. Any car deliberately ignoring the starters signal or attempts to hold up or block the leaders advance shall receive the black flag and report to the pit area.

E. BLACK FLAG

1. The black flag means "go to pits immediately" and report to the official at the tech area. This does not mean disqualification; however failure to heed the black flag will result in disqualification, suspension or fine.

2. After receiving the black flag, scoring on that car will cease until the driver reports to the pit steward or tech area and is released.

3. Any car entering the infield under racing conditions must exit the track on the same side of the track. If a car "cuts" a corner, that car will receive the black flag.

4. Any car with the hood, trunk or any loose parts which causes a hazard to other cars will receive the black flag.

5. Any car emitting excessive smoke will be black flagged.

6. Any car that fails to report for a black flag will result in disqualification for the remainder of that race and entire event. Load up and go home.

7. Any car endangering the safety of others because of poor handling, reckless driving, defective equipment or rough driving shall be Black Flagged and disqualified.

8. Display of temper or other unsportsmanlike conduct will result in the Black Flag.

G. WHITE FLAG

1. When the white flag is displayed, it means the leader has started their last lap.

2. When half or more than half of the field has taken the white flag the race will be complete.

H. CHECKERED FLAG

1. When the checkered flag is displayed it means the leader has completed the required distance and the race is over.
2. When the checkered flag is given to the leader, the rest of the field receives it on the same lap. Finishing positions will be paid according to the most laps traveled in the least amount of time, regardless of whether the car is running or not at the finish.
3. The driver receiving the checkered flag first must bring their car to the start line or area designated by the Slinger Speedway official in charge. The driver and car must remain there until released by the Slinger Speedway official. Failure to do so may result in a fine or disqualification.
4. If a car is intentionally spun by any car on the white flag lap, the spun car will retain its position and the offender will be scored last car for last lap it competed.

J. MISCELLANEOUS

1. Once you enter the racing surface for an event you are expected to be ready to race. If you enter the pits you must join the field at the rear.
2. All flags will be final. However, in extreme cases the starter may inadvertently display the wrong flag by mistake. It is the Flag Man's decision to rescind the flag and revert back to the last completed green lap or carry on as if the flag were not displayed.
3. Do not stop on the track unless directed by officials or you are reporting a hazard or dangerous condition. Once directed to your starting spot, go there immediately.
4. These rules are amended when necessary and any bulletins take precedence.

K. BLOCKING

1. Intentional blocking will not be tolerated. If the Flag Man suspects you are holding up the progress of other cars, you will be signaled to pick a lane (high or low). Repeated acts of blocking will result in the Black flag.
2. Cars that continue to block after being warned will not be subject to checkered flag rule number 4.

L. THREE WIDE

Three wide racing rule: Forced 3 wide passing into the corner is not legal at Slinger Speedway. If a driver gets into a three wide situation the car that "created" the 3 wide must back out to allow the other two cars room avoiding a wreck. If the driver "backs out" in a timely fashion and there is no wreck he/she will not be penalized.

The penalty for passing three wide is the black flag and the driver will not be scored from that lap forward.

Exceptions to the rule: If a car or cars have to take evasive action to avoid trouble they may go three wide to avoid causing a wreck. For example, a car has a flat tire and goes to the upper groove to exit the track he/she may be passed three wide. Another example is two side by side cars make contact going up the track the car behind them may go under to avoid wrecking making a three wide pass. It must be a common sense situation to avoid trouble and **NOT a forced** 3 wide situation.

4 cylinder divisions are allowed to race 3 wide.

Off Track Procedures

A. General Guidelines:

1. All cars/drivers are required to submit a legible, completed **driver information sheet** to the pit shack one hour in advance of turning any laps on track. Cars will not be scored or paid without a completed legible driver information sheet.

- a. Changes to driver/owner information during the year require another sheet to be submitted.
- b. Drivers running two or more divisions require an info sheet for each division. You may not race the same car in two divisions on the same night without approval.
- c. Changes to sponsors during the year can be done on plain note paper to the tower or email slingertower@gmail.com

2. All cars/drivers are required to have a working, fully charged, properly mounted **transponder** in their car at all times when on the track. This is the driver's responsibility and is the only way to get scored for an event (except 8's).

- a. Driver Owned Transponders
 1. New drivers should include their transponder number on their driver info sheet and submit to the tower as far in advance as possible.
 2. Drivers can also pre-register their transponder on MyLaps.com or email to slingertower@gmail.com to ensure accurate car/driver relationship in the scoring computer.
 3. Drivers must have transponder installed during practice to allow tower personnel to test and check the relationships are correct prior to qualifying.
 4. Transponders should stay with the driver when switching cars within any division.
 5. If a driver competes in two or more classes additional transponders dedicated to that division are required.
- b. Rental Transponders
 1. Rental representatives will communicate which drivers have which transponder prior to the start of an event.
 2. Drivers must return rental transponder immediately following their last event of the evening.

3. Driver and or car **changes** should be submitted in writing to the pit shack on entry to the speedway.

- a. If a driver changes cars they must put their original car number on the new car and use their usual transponder
- b. A driver may only enter one division per night.

4. Hauler exit before the end of the evening can only occur under the direction of track officials and only during intermission or between races.

B. Payout Procedures: Direct deposit is the preferred payment method of Slinger Speedway. If a racer would like a check they will be mailed/available by Wednesday of the race week.

1. On regular nights of racing, in the event of a post race disqualification everyone moves up.
2. Car/Driver is subject to fines which will reduce their payout.
 - a. Minimum \$25 Disobeying track official instruction (fine amount determined by severity).
 - b. Minimum \$50 Speeding in the pits, second offense doubled
 - c. Minimum \$50 Fighting/disorderly conduct (fine amount determined by severity)
 - d. Minimum \$1000 Deliberate damage to the infield Slinger Speedway Logo
 - e. Amount equal to property damage incurred
3. Earnings over \$3,200 for out of state residents subject to 6% withholding

C. Rainout procedures: An event rainout is defined by the number of laps or number of events. More than or less than half determines if the event is complete or rained out.

1. Complete event (more than half events/laps)
 - a. Drivers are paid and given points for the completed events. Remaining events will be paid on the average of the positions in attendance.
 - b. Show-up points awarded to all in attendance.

2. Rain-out (less than half events/laps)
 - a. No payout.
 - b. Show-up points awarded if all practice sessions completed.
 - c. Pit passes should be kept and are only good for re-entry on the next week only!

D: Memberships

To be eligible for yearend awards/contingency, and in season awards/contingency (other than Slinger Nationals) you must be a Slinger Speedway member and compete in 80% of points races.

E. Rookie of the YEAR Requirements

You **MUST** be a Slinger Speedway Member to be eligible for Rookie of the Year and you race in 80% of the season point races.

You may only race 5 points races in one season to be eligible for Rookie of the Year.