

Fremont Speedway General Track & Procedural Rules

Transponders are required in every division. Transponders can be rented at the pit tower. Personal transponders must be registered at the pit tower when drawing your pill.

ALL drivers competing are required to utilize one-way radios for communication between track officials and racers. No 2-way radios allowed.

It is the competitor's responsibility to check the Events Board to see what hot lap session you are in, what heat race and position you are in, check if you are in a B-main & A-main event and your starting position. It is also YOUR responsibility to know the order of events and to be in the staging area, ready to go, no later than the event before you.

Qualifying Formats

All competitors will pill draw for qualifying order & heat race assignment. Qualifying determines heat race line ups.

410 sprints: One lap Qualifying, green, checker. Qualifying against your heat race group.

305s' & trucks will group qualify based on your heat race pill draw, qualifying against your heat race group.

Racing Formats

Up to 17 cars: 2 - Heat Format: top 2 heat finishers redraw plus the top 2 overall qualifiers.

(fast qualifier must finish in the top 4 to be eligible for the redraw) 6 redraw for the A-main.

18 – 20 cars: 3 – Heat Format: top 2 heat finishers redraw plus the top 2 overall qualifiers.

(fast qualifier must finish in the top 4 to be eligible for the redraw) 8 redraw for the A-main.

21 – 29 cars: 3 – Heat Format: top 2 heat finishers redraw plus the top 2 overall qualifiers

(fast qualifier must finish in a transfer position to redraw). 8 redraw for the A-main.

Top 5 in each heat to the A-main, top 5 in the B to the A-main. Start 20 cars in the A-main.

30 – 40 cars: 4 – Heat Format: top 2 heat finishers redraw plus the top 2 overall qualifiers

(fast qualifier must finish in a transfer position to redraw). 10 redraw for the A-main.

Top 4 in each heat to the A-main, top 2 from each B-main to the A-main. Start 20 cars in the A-main.

41 – 50 cars: 5 – Heat Format: top 2 heat finishers redraw plus the top 2 overall qualifiers

(fast qualifier must finish in a transfer position to redraw). 12 redraw for the A-main.

Top 4 in each heat to the A-main, top 2 from each B-main to the A-main. Start 24 cars in the A-main.

**Track Officials reserve the right to change, modify and/or cancel any event based on circumstances.

THE START OF THE RACE OR THE RE-START OF A RACE:

A lap will not be scored on the original start and/or any restart unless all cars complete the lap by passing through the start/finish line, except for the cars involved in the incident. A complete restart will be called.

All cars that were scored under green flag conditions will hold that scored position with all other cars lining up according to their last completed green flag scored lap.

On all yellow & red flag stoppages, lapped cars will be placed at the tail.

THE RESTART CONE: An orange cone will be used in all divisions for race restarts. If a car passes to the left of the restart cone, hits the cone, passes another car before reaching the cone, is not in a proper nose-to-tail alignment and/or is guilty of an excessive gap between cars, then that car will be penalized. When this infraction occurs, Track Officials may exercise their discretion and 1) call for an immediate restart and penalize the offending car(s) two positions prior to the subsequent restart or 2) not call for another restart and allow the race to continue and then penalize the offending car(s) two positions under next yellow, red or checkered flag. If there are multiple violations by the same car(s), the respective car(s) may be disqualified from that race. So, don't pick on the cone!

FLAGS AND MEANINGS:

Green Flag: When the starter displays the green flag, the track is open for racing. The green flag signifies the start or restart of any race and/or time trial run.

Yellow Flag: SLOW DOWN NOW! When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period. When the yellow flag is displayed and/or caution lights illuminated no passing is permitted unless instructed to do so by Track Officials. Any car deemed to have caused an intentional yellow because of a bad start, restart, becoming lapped, or in danger of being lapped, may be disqualified.

If a car/race vehicle stops on the track after your initial push-off/and or/vehicle-start before the start of the race, you will start on the tail of the event. Exceptions (1) Track is completely blocked, (2) a Track Official orders the stop, *(3) Safety Issue. *To clarify a Safety Issue. Should you need to stop after your initial start-up prior to the event starting because of a PERSONAL safety problem, I.E. Belts came loose, helmet not locked on, Hans Device problem, ect. In the event of a safety problem, driver will stop on the infield area on the front straight away and a Track Official will tend to you. Provided it is determined to be a PERSONAL safety issue, driver will get into his/her original starting position. This rule applies ONLY while lining up for the initial 1st start of the race. Stopping for any other reason (other than a blocked track) will require you to start on the tail.

A car stopping on the racing surface after the race officially starts, whether you are involved in a yellow flag incident with someone or by yourself, and you have a PERSONAL safety issue, you will still go to the rear of the field.

Any car that stops because of a blocked track, at the discretion of a Track Official, will not be considered involved in the red or yellow flag incident.

Any cars that stop, either on the racing surface and/or in the pit/designated work area or leaves the track unauthorized during a caution period will be required to restart behind the cars on the same lap that stay on the track.

Any car or cars that are involved in a yellow or red flag situation including non-involved cars that go to the work area are required to restart behind cars on the same lap that stay on the track.

Any car that spins-out as the field is stopping for a red flag situation will retain their running position as long as such car does not go to the designated work area.

A spin or stoppage that requires a car to be restarted during a yellow flag slowdown period is considered as being involved and will result in that car or cars restarting behind the cars on the same lap that stay on the track.

Red Flag: STOP IMMEDIATELY ! When the red flag is displayed all cars on the racing surface and in the pit areas must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident. Should you drive past or through the crash scene, you will be subject to disqualification and a possible fine at the discretion of Track Officials.

During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by Track Officials.

CLOSED RED: The track will be closed. Competitors and/or crews will not be permitted on the race track and/or to their race cars .

OPEN RED: The Competition Director will determine when the track is an OPEN RED. Open Red meaning crews may attend their respective cars, make adjustments or repairs, add fuel, with the EXCEPTION OF CHANGING ANY TIRE, without penalty. A tire change result in your starting at the rear of the field.

FUEL RED: As the title suggests, this is a FUEL ONLY STOP. Any other adjustments will result in your starting at the rear of the field.

Restart lineups will be derived from the series scorer using the electronic scoring system. Once the restart order is confirmed, the series scorer will communicate the restart order via the raceciever radio.

Black Flag: When a black flag is displayed for the sprint car (mechanical, tire, wing, etc.), the driver that the flag is being displayed toward must bring their car to the designated work area immediately for consultation. The car will not be scored from the point that the black flag has been displayed. If after the car is inspected and it is able to return to competition, (providing the problem has been corrected) the car may only return to the track during a caution and/or red flag period

When a black flag is displayed for the detrimental actions of a driver, the driver that the flag is being displayed toward must bring their car to the pits and both the driver and car are subject to Event disqualification

White Flag: When the white flag is displayed and the leader of the race crosses the scoring loop, it signifies that the leader of the race and/or the car that is qualifying has started the last lap of that event.

Checkered Flag:

When the leader of the race crosses the scoring loop under green flag conditions on the final lap, it signifies the completion of the race and/or the car that is qualifying has completed qualifying. Split scoring will be utilized, per the definition above, if a caution is called after the leader has crossed the scoring loop on the final lap.

All races are scored at the designated finish line which is located just past the flagstand.

Do not pass the pace truck unless instructed to do so by a Track Official.

At the discretion of the Track Officials, any car that is involved in two (2) single car spins that are unaided will be disqualified from the event.

At the discretion of Track Officials any car that intentionally brings out a caution period can be disqualified from the event.

Any car that cannot maintain a minimum race speed may be asked to leave the racing surface at the discretion of Track Officials.

Designated work area time is 2 pace laps. The 2-pace lap rule starts when the vehicle stops in the work area. Work area is always open; however, 2 laps will not be given after initial push off, during heats, C or B mains and last half of A-Main events. Work area trips are limited to one (1) during preliminary events. No changing of any tire or wheel unless flat or damaged and approved by an Official. No adding fuel in the work area unless it's an open red. Any cars going to the work area and re-entering the race together will be positioned in the order of their last scored lap at the rear of the field behind cars that are on the same lap as they are. If a restart green flag is displayed and followed by a yellow or red flag before a lap is scored, then any car(s) that remained in the work area can re-enter the race but will be positioned behind any same lap car that took the aforementioned restart green flag. Any car(s) remaining in the work area after a restart lap has been scored, may NOT re-enter that race.

Competing in 2 or More Divisions

A driver may compete in 2 or more divisions providing he/she is doing so using a separate race vehicle for each division.

Also, be aware that we will not wait for any driver to jump from car to car. If competing in more than one division, you

must be fully belted in your car and all safety equipment MUST be in place correctly. Should you roll onto the racing surface

or start your vehicle and stop for a SAFETY ISSUE, you will be started on the tail of the race. You must also be in your assigned starting position when the one lap signal is displayed (white flag). NO ONE WILL BE ADMITTED TO THE RACING SURFACE ONCE THE 1 LAP SIGNAL IS GIVEN.

Race Track Property Behavior

The statements below are simply a short list of behaviors that will not be tolerated. If a monetary fine is imposed, it must be paid before you may enter another event.

Note: The term "Competitor" includes Driver, Car Owner and Crew member(s)

Any Competitor that attempts to and/or does physically abuse any event Official, including pushing, punching, touching, grabbing and/or grabbing the Official's equipment (radio clipboards, pencils, pens, clothing, etc., will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by Track Officials.

Any Competitor that verbally abuses any Event Official will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by Track Officials. If you can not talk with a civil tongue and refrain from using profanity, then stay at your pit area.

Any Competitor that goes into another Competitor's pit area or to another Competitor's car and becomes involved in any type of altercation will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Track Officials.

Any Competitor involved in an altercation that results in physical contact will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Track Officials.

Any Competitor who is found to be in violation of the substance abuse policy at any event will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Track Officials

Any Competitor who exits their car onto any area where other cars are still moving will be subject to disqualification and/ or fine and/ or suspension and/or loss of points and/ or any other action deemed appropriate by Track Officials

Any Competitor who fails to stop for and/or allow post-race inspection will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by Track Officials.

Keep your speed DOWN in the pit areas. Competitors found speeding in the pits will be subject to disqualification, fines and/or removal from the racing facility at the Track Officials discretion. This also includes quads, mules, golf carts and mini-bikes.

NOTE: Fremont Speedway officials reserve the right to add, omit or change rules at their discretion based on racing circumstances.