

2023 Arrowhead Speedway General Rules & Procedures

THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ARROWHEAD SPEEDWAY EVENTS AND, BY PARTICIPATING IN THESE EVENTS, ALL RACEWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.

All decisions and rulings are final and not subject to appeal.

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Section 1: Pre-Race

- 1.1 Drivers must check-in and draw for the starting position in their heat race prior to the draw cut-off time, which will be thirty (30) minutes prior to the published start time. In the event you are unable to check-in by the draw cut-off you may designate someone to check in for you.
- 1.2 Drivers who fail to check-in prior to the draw cut-off time will start in the rear of their heat race and will not be awarded passing points, but will receive their respective finishing points.
- 1.3 The pit meeting will occur forty-five (45) minutes prior to the published start time. Crew members who will be in the work area and/or tech area are recommended to attend the pit meeting. In the event a driver cannot attend the pit meeting it is recommended to send a representative.
- 1.4 Hot laps will begin thirty (30) minutes prior to the published start time.

Section 2: Race Format and Lineups

- 2.1 Drivers will draw for the starting position in their heat race.
- 2.2 Drivers opting to or being required to start at the rear of their heat race will not be eligible for passing points, but will receive their respective finishing points.
- 2.3 Passing points will be used to determine the lineup for B-Main(s) and A-Main. (See below for passing points format.)

Points	59.0	55.0	51.0	47.0	43.0	39.0	35.0	31.0	27.0	23.0
Finish Start	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
1 st	59.0	55.0	51.0	47.0	43.0	39.0	35.0	31.0	27.0	23.0
2 nd	60.5	55.0	51.0	47.0	43.0	39.0	35.0	31.0	27.0	23.0
3 rd	62.0	56.5	51.0	47.0	43.0	39.0	35.0	31.0	27.0	23.0
4 th	63.5	58.0	52.5	47.0	43.0	39.0	35.0	31.0	27.0	23.0
5 th	65.0	59.5	54.0	48.5	43.0	39.0	35.0	31.0	27.0	23.0
6 th	66.5	61.0	55.5	50.0	44.5	39.0	35.0	31.0	27.0	23.0
7 th	68.0	62.5	57.0	51.5	46.0	40.5	35.0	31.0	27.0	23.0
8 th	69.5	64.0	58.5	53.0	47.5	42.0	36.5	31.0	27.0	23.0
9 th	71.0	65.5	60.0	54.5	49.0	43.5	38.0	32.5	27.0	23.0
10 th	72.5	67.0	61.5	56.0	50.5	45.0	39.5	34.0	28.5	23.0
Formula = 1½ points for each position gained, plus points for that position										

*Ties are broken by the driver with the lower pill draw

- 2.4 Passing points are awarded based on the how the field takes the initial green flag.
- 2.5 If there are 24 or less cars entered all drivers will qualify for the A-Main. If there are 25-30 cars entered the top 12 in passing points from heat races will qualify for the A-Main with the balance of the field going to the B-Main where the top 8 finishers will transfer to the A-Main. If there are 31 or more cars entered the top 12 in passing points from heat races will qualify for the A-Main with the balance of the field going to two (2) B-Mains where the top 6 finishers from each will transfer to the A-Main.
- 2.6 Drivers changing cars after a race must start at the rear of the next race they are qualified for.
- 2.7 The order of events for each race night will be posted at the driver check-in building.
- 2.8 Race lineups will be posted at the driver check-in building and on MyRacePass. The distance of each race and the number of cars required to go to tech will be published with the lineups and communicated to the drivers over the raceievers.
- 2.9 Track points will be awarded according to the United States Racing Association (USRA) points system.

Section 3: Race Procedures

- 3.1 Drivers are responsible for knowing the order of events and being in staging on time. Any driver that is late to staging will be required to start at the rear of that race. In the event that is a heat race they will not be eligible for passing points.
- 3.2 For the A-Main there will be a staging lane for crew members going to the work area (the work area is located in the infield). Only two (2) crew members per car will be allowed.
- 3.3 Drivers competing in any race will be required to have a raceiever used solely for one-way communication from race control.
- 3.4 Standard flagging procedures will be used: Green (starts the race), Yellow (slow down and use caution/do not race to the yellow), Red (stop as quickly and safely as possible), Blue & Yellow (hold your line as you are being lapped), rolled Black (warning), Black (disqualified/leave the track), White (one lap remaining), Checkered (ends the race).
- 3.5 All original starts will be double file and start at the designated start zone. The driver on the inside pole (inside front row) sets the pace and starts the race within the designated start zone. If the driver on the inside pole has not accelerated by the end of the start zone, the outside pole car (outside front row) may start the race.
- 3.6 Restarts will be conducted accordingly: The leader will be the only car on the front row while second position will get the choice of inside or outside on the second row and third place will lineup in the opposite position. Fourth place will always be inside, fifth place will be outside, sixth inside and so on with even position cars to the inside and odd position cars to the outside.
- 3.7 On restarts the leader must set a moderate pace to restart the race and must not change the pace coming to the green flag until the race has restarted. In the event the leader's pace changes causing an incident on the restart a warning will be issued. On the second false start caused by the leader's change of pace, the leader will be sent to the rear of the field.
- 3.8 False starts will be handled accordingly: Drivers who cause a false start will be docked one row or two positions in a single file restart. In the interest of time, officials may allow the restart to occur but may dock the driver the number of positions they advance on the restart.
- 3.9 Restarts may be conducted single file at the official's discretion.
- 3.10 Once the green flag drops, the race is officially underway. On the original start and before one (1) complete lap is scored, if only one car is involved in a caution and stops on the track, that car will restart from the tail. If multiple cars are involved in a caution before one (1) lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions unless there are one (1) or two (2) cars at clear fault. The same will apply to restarts.
- 3.11 In the event of a caution after at least one (1) lap is completed, the car(s) determined to be at fault in causing the caution will be sent to the rear. Other car(s) that are involved in the incident will be given their position back at the discretion of officials, including car(s) in the initial incident and those spinning or stopping to avoid.
- 3.12 Sportsmanship/roof tap rule: in the event of a caution a driver may admit fault by signaling to officials and voluntarily dropping to the rear. All other car(s) that are involved in the incident will be given their position back.

- 3.13 In the event of a caution, drivers shall slow down and get single file to be lined up by officials.
- 3.14 On restarts, cars that went to the work area will go to the rear of the field.
- 3.15 On restarts, cars that are one (1) or more laps down will go to the rear of the field.
- 3.16 Cars are allowed to go to the work area under caution, during the A-Main only and will restart at the rear of the field. (Work area rules detailed in Section 4).
- 3.17 Once a car leaves the racetrack, to the main pit area, they will not be allowed to return. Drivers are recommended to exit into the infield under green flag conditions and not the entrance/exit to the racetrack.
- 3.18 Cars that cause one (1) unassisted caution in a heat race will be sent to the pits. Cars that cause two (2) unassisted cautions in a B-Main or A-Main will be sent to the pits.
- 3.19 Cars that cannot maintain a competitive speed may be sent to the pits.

Section 4: Work Area Rules

- 4.1 For the A-Main there will be a staging lane for crew members going to the work area (located in the infield). Only two (2) crew members per car will be allowed.
- 4.2 The work area will only be utilized in the A-Main. There will be no work area for heat races or B-Main(s).
- 4.3 The work area is the only place that crews may work on cars during the A-Main with the intent of returning to the race.
- 4.4 Cars in the work area will be given two (2) pace laps once the lineup is set to change a flat. Time is only given when a flat is being changed.
- 4.5 No time will be given when the A-Main has five (5) or less laps remaining.
- 4.6 Work on the cars must take place inside the designated walls of the work area for time to be given.
- 4.7 Crew members must remain in the designated parts of the work area and are not allowed on the track or in the general infield locations designated for officials.
- 4.8 No alcohol will be allowed in the work area.
- 4.9 Drivers are ultimately responsible for their crew members. Violations of any rules specified in Section 4 may result in punitive action for the driver including but not limited to disqualification from the event.

Section 5: Scoring

- 5.1 Laps are counted so long as the leader crosses the finish line prior to the caution. The lead car(s) that crossed prior to the caution will be scored according to that lap while car(s) that did not cross prior to the caution will be scored according to the previous lap. This procedure also applies once the leader has taken the checkered flag.
- 5.2 Cautions that occur after the leader has taken the white flag will be handled accordingly: In heat races the caution flag will end the race. In B-Mains and A-Mains, there will be one (1) attempt at a full green-white-checkered finish. Subsequent attempts will be handled with the green and white flags displayed together for a one (1) lap finish.

- 5.3 In the event of a mid-race stoppage due to inclement weather or other unforeseen circumstances, if less than half of the race has been completed that race will be lined up according to the previous lap scored and completed at a later time. If half or more of the race has been completed, that race will be considered official.
- 5.4 All scoring is officially determined by Westhold Race Manager timing and scoring system. A manual scorer will be utilized solely to score any cars with defective transponders. Any discrepancies will be determined by Westhold.
- 5.5 Arrowhead Speedway reserves the right to shorten races that are excessive in length (one minute per scheduled lap count or longer) in the interest of promoting a timely and entertaining show for the fans.

Section 6: Post-Race

- 6.1 Drivers who are specified to go to tech must do so following their respective races.
- 6.2 Cars required to tech but bypass the tech area will be disqualified.
- 6.3 One (1) crew member per car will be allowed in the tech area unless otherwise instructed by the tech official (more or less may be allowed upon the tech official's discretion).
- 6.4 Do not speed through the pits upon exiting the racetrack.
- 6.5 Payout will be made available to drivers once each A-Main's results are deemed official. The pay window will remain open 30 (thirty) minutes after the final race of the night is completed. Be prepared to show identification to pick up your pay.

Section 7: Safety

- 7.1 All drivers must adhere to the division-specific safety rules mandated by the United States Racing Association (USRA).
- 7.2 Officials reserve the right to disqualify a car for safety reasons prior to, during or after a race.
- 7.3 Unless necessary due to an imminently dangerous situation, drivers are not to exit their cars while on the track during a caution until instructed to do so by an official.
- 7.4 Each team is recommended to have a working fire extinguisher in their pit area and/or on pit vehicles.
- 7.5 No speeding in the pits in racecars or on pit vehicle(s). There is no need to speed in the pits; once a car has left the racetrack during a race they will not be allowed to return.

Section 8: Conduct

- 8.1 All drivers must adhere to the conduct rules mandated by the United States Racing Association (USRA).
- 8.2 There will be a zero-tolerance policy in regard to fighting. Each party involved in an altercation will be subject to punitive action. Drivers and/or crew members who enter

someone else's pit to initiate an altercation will be considered the primary aggressor and will be punished accordingly.

- 8.3 Any driver or crew member who assaults an official will be disqualified and subject to further punitive action.
- 8.4 Drivers who use their cars to make flagrant contact with another competitor's car during a caution or after a race will be disqualified and subject to further punitive action.
- 8.5 Drivers or crew members in the pit area without a pit pass wristband will be expelled from the facility and subject to further punitive action.
- 8.6 Drivers are ultimately responsible for their crew members. Violations of any rules specified in Section 8 may result in punitive action for the driver including but not limited to disqualification from the event.

Section 9: Final Disclaimers

- 9.1 All decisions and rulings are final and not subject to appeal.
- 9.2 There are no refunds for pit passes once signed in. See Arrowhead Speedway's Inclement Weather Policy for further information.
- 9.3 Arrowhead Speedway is not responsible for damage to vehicles in the pit area. Personal (non-tow) vehicles are not allowed in the pit area. There is a designated parking lot for non-tow vehicles.
- 9.4 Arrowhead Speedway reserves the right to refuse service to anyone.
- 9.5 Arrowhead Speedway reserves the right to amend the rules at any time.