

2011 General Rules

NOTE: Information obtained from the Greenville-Pickens website is for information purposes only and should not be relied upon for competition purposes.

1. This comes from NASCAR. All drivers MUST be in possession of a NASCAR license on or before March 12, 2011. Mailing the driver application does not constitute as "having a license". If the track does not have the completed application with payment or the driver does not have a NASCAR license in his/her possession on or before March 12, 2011, the driver will have to complete a new application at the third turn gate and pay for a new license before racing. There will be no exceptions. If mailing applications, do so by January 31st to avoid repurchasing license.
2. Everyone must purchase an arm band to pit area (includes children regardless of age).
3. Minimum \$500.00 fine for swearing or disrespect to any track official.
4. Equipment- Each driver must have approved helmets. Fire extinguisher in working order is mandatory. Flame proof uniforms are compulsory.
5. A NASCAR approved nylon window screen must be used on driver's side and fold down.
6. Every person who enters pit area must have a NASCAR arm band. Absolutely no one allowed on track unless properly registered. All arm bands will come from NASCAR in 2011. Minimum \$500.00 fine if caught in pits without arm band. If arm band comes off, go out and get another one.
7. Scoring is done by at least two NASCAR scorers with separate sheets. Any protest(s) must be lodged by driver within 20 minutes after completion of race.
8. Each person who is issued a arm band is covered by insurance with NASCAR. If you are injured at a race meet, notify a NASCAR official immediately. Do not leave the speedway grounds without making a report of any injury.
9. If you want your sponsor's name mentioned on the PA system, please give the information to the announcer or speedway office in writing.
10. Please cooperate by wearing clean uniforms or other clothing. Your appearance helps to build your image and the sports image.
- 11. Racing fuel and tires must be purchased from Greenville-Pickens Speedway in the truck and late model stock car divisions (amended 3-8-11). 5 gallons must be purchased per week in the truck division and 10 gallons must be purchased in the late model stock division. Tires and gas must be paid for before the start of the applicable race (truck and late model stock).**

12. All members must abide by NASCAR rules.

- A. Decision of NASCAR official in charge will be FINAL.
- B. Promoter or officials reserve the right to reject any driver or car.
- C. No drinking of alcoholic beverages allowed across race track into pit area or infield. Each driver is responsible for the actions of his/her crew. First offense--30 day suspension plus \$25 fine. Second offense--indefinite suspension.
- D. No driver will be permitted to switch from one division to another without permission.
- E. Anyone caught passing an arm band to someone else will be automatically fined \$500 to the giver and receiver. Second offense will mean indefinite suspension.

10. Protest(s)

Late Model Stock:

Any protest will be handled according to procedures in the NASCAR rule book. No protest(s) accepted after 20 minutes from time of race completion. Three (3) items will be protested at tech shed to track official. Can only protest one (1) position ahead or behind where car finishes. No multi-car protest(s). A track official has right to refuse protest. All protest(s) must be in writing from driver (signed by driver) and accompanied with a \$300 protest bond for each item protested, except for the engine which will be accompanied with a \$1000.00 protest bond. The items checked will be crank, heads, piston, rods, and block on engine. Winner of engine protest will get \$500.00 back. Track will get 500.00.

Trucks, Charger, Renegade:

All protests must be in writing and accompanied with a \$300.00 protest bond for each item protested, except for the engine (to include crank, heads, pistons, rods, and block) which will be accompanied with a \$500.00 protest bond. Protest must be from driver in writing and signed by driver. Protest must be made within **10 minutes** after the completion of the division main event. **Half the protest money goes to winner of protest and half of the protest money goes to track.** All illegal parts will be confiscated and NEVER returned. A track official has right to refuse protest. **If a competitor wins the race and is disqualified, the competitor will start on the rear of the next event the competitor participates.**

11. Weight

Top 5 driver(s) or designated crew chief(s) may look at TOTAL weight of any top five car(s).

12. Antifreeze in radiator is illegal. Fine will result.

13. Identification

- A. Officially assigned numbers at least 18 inches (strongly recommend 24 inches) high must be painted on both sides of car and also on top, reading from right side.
- B. Drivers name must be 3 inch letters above right door.
- C. Car must be numbered from 1 to 99.
- D. Numbers will be assigned by track office on a first come basis. Duplicate numbers not permitted.
- E. Foil or reflective number decals are not permitted. Track officials must determine if numbers are legible.

14. If a race car/truck hits another race car/truck in the pit area, a fine and suspension will result. If a race car/truck hits another race car/truck while running a pace lap under caution, a two (2) week suspension will result.

15. Custom Engine (Late Model Stock ONLY)

Penalties and Fines for illegal engine:

1st Offense: 1. \$1000.00 fine

2nd Offense: 1. \$1000.00 fine 2. **Two-Week Suspension**

16. Crate Engine

(Charger, Truck, Late Model Stock):

Manufacturer AND Greenville-Pickens Seals may be on crate engine. **Crate engine may be unsealed. Late Model Stock-The retainers and standard valve locks used at Greenville-Pickens Speedway in 2010 are legal for the crate engine in 2011. All other engine parts must be as they came from the factory. (amended 3-8-11)**

Penalties and Fines for tampering with crate engine:

(Charger, Sportsman, Late Model Stock)

1st Offense: 1. \$1000.00 fine.

2nd Offense: 1. \$1000.00 fine 2. **Two-Week Suspension**

Race Procedure

Race procedure is defined as the manner in which an event is conducted. It includes, but it is not limited to, determinations regarding the eligibility of cars/trucks of competition, a competitors compliance with competition-related procedures set forth in the rule book or the local track rules, qualifying procedures, the line-up of the cars, the start of the race, the control of cars throughout the race by flags, lights, or other direct communication between track officials and competitors, the election to stop or delay a race, control pit activity, flagging, the positioning of cars/trucks at any time, the assessment of lap time penalties and the completion of the race. All decisions by track officials at the track involving race procedures are final and non-appealable, subject only to review by NASCAR Supervisory Official(s) if the decision involves the interpretation or application of the NASCAR rules (as opposed to local track rules) and if one or more such officials determine that extraordinary circumstances exist that require such review.

Hard Charger Award

Late Model Stock-

Hard Charger Award is based on the most positions advanced by a driver. If there is a tie, the driver with the highest finishing position will receive the award. In order to be eligible for the hard charger award, a driver must attempt to qualify his/her car. An attempt is considered to have taken the pace laps before qualifying. The hard charger award is based on the line up after inversion. If there is no inversion, the hard charger award is based on original line up. If there are heat races, the award will be based on starting position of main event and the driver must have taken a pace lap in the HEAT race.

Truck, Charger, Renegade-

Hard Charger Award is based on the most positions advanced by a driver. If there is

a tie, the driver with the highest finishing position will receive the award. In order to be eligible for the hard charger award, a driver must take a pace lap in the main event if a main event is the only race. If there are heat races, the award will be based on starting position of main event and the driver must have taken a pace lap in the HEAT race.

Starting Position Determination

Late Model Stock-

A driver will draw for qualifying position. A driver may not attempt to qualify more than one car in a single time trial session or qualifying race. A car may only make one qualifying attempt per session unless otherwise authorized by a track official. A driver may only qualify one car for an event. The time accredited to each car determines its starting position. In the event of duplicate qualifying times, the starting position shall be determined by the current driver track point standings. If driver track point standings do not prevail, the driver setting the duplicate time first would start in front of the other. If time trials are not completed due to weather or other adverse circumstances, the driver will draw for position. If late model stock qualifying is complete and we have a rainout, the times will be erased. A new drawing will take place and a new set of time trials will take place the next race date.

Truck, Charger, Renegade-

A driver will draw for race position. If the race program is postponed or cancelled, the driver will redraw for position the next week.

Race Start

All cars/trucks that are in the starting line-up must be on the starting grid ready to participate unless otherwise directed by a track official. Any car/truck in the starting line-up and on the starting grid will be permitted to enter the race at any time after the pace laps start, if possible. If a car/truck does not leave the starting grid, drops out during the pace laps, or drops out of the race before the completion of the first official lap, and thereafter fails to return to the race, its finishing position will be determined by its starting position in relation to other cars that do not complete the first official lap. During the preliminary laps, if a car/truck does not maintain its designated position in the starting field, track officials may reposition the car at their discretion. Scoring and official distance begins when the leader crosses the start/finish line after the starting flag is displayed.

If a driver change is made during a race in order for the initial driver to receive points and prize money, the initial driver must start the race. Otherwise, the points and prize money will be awarded to the relief driver. Driver changes will not be permitted from the start of the pace laps until after the car completes its first scored lap.

All driver changes must be authorized by a track official. In late model stocks, if a driver change is made after qualifying but before the start of a race, the car must start at the rear of the field. In truck, charger, and renegade, if a driver change is made before the start of the race, the car/truck/driver may keep the position provided no qualifying (heat races or time trials) has taken place. Driver points and prize money will be awarded only to the starting driver.

Double File Start and Restart (Late Model Stock Only)

Starter will give one to go signal. Caution lights will go out when lead cars cross

start/finish line. The driver on the inside of row one will set the pace. The pace should not be too fast or extremely slow. The two cars on the front row will start at the cones and yellow stripe coming off of turn four. In Late Model Stocks, if a car(s) on the front row jump(s), the car(s) will go to the second row and the second row car(s) will move to the front row. In Truck, Charger, and Renegade, the car/truck(s) will go to the rear. **All Late Model Stock restarts will be double file.**

Single File Restart

Starter will give one to go signal. Caution lights will go out when lead car crosses start/finish line. The lead driver will have from the yellow stripe going into turn three to the cones in turn four to start the race. **In Late Model Stock, the lead driver will start between the catch fence outside of turn four and the yellow stripe in turn four.** If the lead driver does not start the race, the starter will start the race. All other cars are to remain single file until lead driver fires. **In Late Model Stock, a car passing to the outside may NOT be in front of the passed car until across the start/finish line.** In all other divisions, a car may pass to the outside provided the lead car fires first. If a car(s) jump(s) a single file restart, the car(s) may be sent to the rear. If there is a second jump on a single file restart, the car(s) will be sent to the rear and/or sent to the pit area.

Race Halt

The track officials will determine whether the race track is suitable for competition. A race may be stopped at the discretion of the track officials at any time they determine that the track is not suitable for competition.

Race Halt/Caution/Restart Before One Lap Completion-

When a race is stopped before the completion of one lap, there will be one complete double file restart in the original starting positions except those cars/trucks involved in an accident, if any, must start to the rear of others. Any cars causing a race to be stopped, such as a spin out or car stopping, shall be considered as involved in an accident. In Truck, Charger, and Renegade, there will be a single file restart except those cars involved in an accident, if any, must start to the rear of others. Cars/Trucks will be scored as they come out of the caution. Any cars/trucks causing a race to be stopped, such as a spin out or car stopping, shall be considered as involved in an accident.

Race Halt/Caution/Restart After One Lap Completion-

If the lead car/truck crosses the start/finish line before the caution, the lap will be counted with the cars crossing the line before the caution being scored as well. The remaining field of cars/trucks will line up in the order in which they were running at the completion of the last full lap before being stopped. Those cars/trucks involved in an accident, if any, shall start to the rear of those not involved, regardless of the number of laps they have covered. This rule shall apply at all times even if enough laps have been covered for the race to be called a complete race. Any cars/trucks causing a race to be stopped, such as a spin out or car stopping, shall be considered as involved in an accident. If there is no restart, the cars/trucks will be scored and the drivers will be paid on the positions they would have held in a restart.

Parking

A track official may direct a competitor to cease competition, to leave the racing premises, or to bring the car/truck to the pit area in order to promote the orderly conduct of the event.

Race Start/Finish Line

The start/finish line shall be considered to extend from the grandstand retaining wall to the pit service yellow line on concrete and any car/truck driven by its driver between these points may legally be scored, receive the green, yellow, white, or checkered flags. The leading edge of this line shall be considered the scoring point.

Official Completion

All races will be run until the leader has completed the advertised distance. When unforeseen circumstances prevent the completion of the advertised distance, the race will be considered officially completed after the halfway distance has been reached or surpassed by the leader, provided circumstances make it impractical to continue or complete the race within reasonable time after the race has been stopped.

Pit Procedures During Race

Crew members must not go on the race track for any reason while the cars are racing or while they are running under the yellow flag or the red flag, unless directed to do so by a track official. The only time drivers or cars/trucks may receive service is when they are completely stopped in the pit area. Crew members must not service or repair any wrecked car/truck or damaged car/truck until the car/truck has been removed from the race track

Timing and Scoring

The track officials designated by the promoter/owner to be the official scorers for an event are responsible for timing and scoring the event. The decisions of the official scorers, with respect to timing and scoring, are final.

Amended 3-8-11