



## **PART IX**

### **Races**

- 9.1 Meeting of Drivers and Officials** - Prior to each race the Chief Steward shall conduct a meeting of drivers for the discussion and interpretation of the rules and any specific regulations applying to that race. All drivers are required to attend, and it is the driver's responsibility to do so. Any driver failing to attend shall be charged with knowledge of the matters discussed at such meeting as if he/she had been present.
- 9.2 Scheduled Distance** - The scheduled distance of an event will be stated in complete laps in the entry form.
- 9.3 Flag Signals** - The starter shall use flag signals according to the following code:
- Green Flag - Start; course is clear.
  - Yellow Flag - Caution-reduce speed immediately and maintain your position.
  - Red Flag - Stop-race is halted.
  - Black Flag - Stop next lap at pits for consultation.
  - White with Red diagonal stripe - Ambulance or emergency vehicle is on the track-proceed with utmost caution.
  - Royal Blue with Orange diagonal stripe - A lapping driver is attempting to pass; give him consideration.
  - White Flag - The leader is commencing his last lap.
  - Checkered Flag - You have completed the race.
- 9.4 Persons Allowed on Track** - During a competition only authorized officials of USAC, the organizer, security and emergency personnel are permitted on the track between the outer and inner guard rails, and then only to perform their official duties.
- Any individual violating this rule shall be immediately removed from the track enclosure and, if a participant, may be penalized.
- 9.5 Pit Personnel** - Rules for pit behavior may be provided for in the division procedures, USAC entry blank or by a USAC bulletin. The Stewards are empowered to penalize any person for violation of the pit behavior rules.
- 9.6 Pit Equipment**
- A. Improper or dangerous use of a motorized support vehicle shall result in their removal from the premises and/or a fine to the entrant.
- 9.7 Pushing** - Pushing one competitor's car with another competitor's car is not permitted. Any violation of this rule may result in disqualification of either or both cars.
- 9.8 Report to Track** - Qualified cars are to be in position designated by the Stewards and ready to start the race. Qualified cars not reporting to the starting grid area may be placed at the rear of the starting field at the discretion of the Chief Steward.
- 9.9 Order of Start** - Specified in the entry form, series specific rules, or by USAC bulletin
- 9.10 Starting Field**
- A. The number and method of selection of starters for any event shall be stated in the Official Entry Blank. The Chief Steward has the authority to amend the Official Entry Blank per Part IV, 4.6, X.
  - B. The qualified starters shall be the stipulated number of entries as determined by the method of selection, unless one or more of them fail to or are not permitted to line up for the race, in which case, the Stewards, may permit alternate starters to complete the field.
  - C. Provisional Starters will be added to the feature event in accordance with Division procedures and will be available to Entrants licensed within the Division conducting the event. The entry must compete in preliminary events unless the Chief Stewart determines mechanical failure or crash damage negates this requirement. The entrant must use the driver of record in preliminary events as the driver in the provisional position unless the driver of record is incapacitated through injury. This exception is at the discretion of the Chief Steward. Provisional Starters will take their position at the rear of the starting field behind any alternate starters.
  - D. Alternate starters, followed by any Provisional Starters, will take their positions at the rear of the field. This provision will apply, even if the entry form calls for an inverted start.



- E. In the event qualifications cannot be held or completed prior to the start of any race, the field or the remaining field will be filled in a manner specified in the entry form, in the division specifications, in a USAC Bulletin or in the drivers meeting.

## 9.11 Substitute Drivers

- A. All substitute drivers must be approved by the Chief Steward or his representative. Substitute drivers are those drivers, who may substitute for the original driver before the start of any race.
- B. Substitute drivers will start in last position in the first race in which they compete. A driver will be considered a "substitute" for one race only and will be allowed to start in his car's "earned" starting position in all subsequent races during a race meeting. Substitute drivers will start ahead of any alternate starter.

**9.12 Method of Starting** - Unless otherwise specified in the entry form, all races, heats or qualification trials shall begin with a flying start. A flying start shall occur when the car is in continuous movement up to and across the starting line from any point behind the line.

**9.13 Start** - All drivers must form in their proper position on the parade or pace laps. They must remain in position unless mechanical difficulty occurs. In the event a driver drops out due to mechanical difficulty, the balance of the field should maintain their assigned positions unless otherwise instructed by the Chief Steward.

- A. Drivers dropping out of the parade or pace laps will not be considered cause for delaying the start. They may be left behind at the official start, but, if in the pits at the moment of starting, will be permitted to join the race under the direction of an assigned official, whenever their difficulty is corrected and it is safe to enter the track and their first scored lap must begin by crossing the start finish line.
- B. Drivers cannot raise their hand and postpone a start unless the Stewards have given prior approval.
- C. In the event a pace car is used, the pace car will leave the track at the appropriate time. On the lap designated by the Chief Steward, the pole car will gradually accelerate and pace the field to the starting line. The start will be signaled with the green flag and/or green light and will not be considered a start unless the green flag and/or green light have been displayed.
- D. In the event a pace car is not used, the pole car will set the pace for the parade and pace laps.
- E. After the green flag and/or green light is displayed; all drivers must maintain their relative positions until crossing the designated starting line. If, in the opinion of the Stewards, a driver flagrantly improves his/her position without cause prior to crossing the starting line, he/she will be assessed a penalty. With single file restarts the field must stay in proper line until the green flag and/or green light is displayed at which time passing can take place after designated starting line. If, in the opinion of the Stewards, a driver flagrantly improves his/her position without cause prior to the green command, he/she will be assessed a penalty. Division Procedures and/or the Chief Steward's' instructions may also apply. The Stewards decision to penalize or not to penalize is not protestable.

## 9.14 Method of Scoring

- A. For all Silver Crown races, a single start/finish line will be clearly defined across the racing surface, including the pits where appropriate. All other divisions will have a single start/finish line on the racing surface only.
- B. For each race, the Director of Timing & Scoring will cause to be created a record of the physical sequence in which each car, and the pace car, if used, crosses the start/finish line, including the pits, if applicable, from the moment of starting through the official completion of the event. This record is the primary race scoring record. Other substantiating scoring records may be created at the discretion of the Director of Timing & Scoring.
- C. A car will be officially credited with a lap only when its front wheels cross the start/finish line after completing one entire circuit of the course, as determined from the scoring records set out in (B) above.

**9.15 Hazardous Mechanical Conditions** - A car with any evidence of a hazardous mechanical condition, will not be permitted to continue in competition until necessary repairs have been made. All cars must have nerf bars, a rear bumper and an engine cover to start in any event. Competitors must start the main event with these items, but may remove nerf bars if damaged in the main event. The Stewards' decision as to whether a car will be permitted to compete is not protestable.

**9.16 Technical or Structural Changes** - Technical or structural changes that may take place between the race start and the post-race inspection due to minor accidents, material or parts failure, that are deemed acceptable by the Chief Steward and the Technical Director, may not be protested by other competitors during or after a race. Under these conditions the Chief Steward and Technical Director have the authority to require the car to be brought into the pits for inspection and/or correction. The decision of the Chief Steward and Technical Director is final and is not protestable.



- 9.17 Yellow Caution Period** - The Stewards are empowered to call, at any time for any reason, a yellow caution period. Their decision to call, not to call, or to end a yellow caution period is not protestable. Division Procedures may apply.
- A. The yellow caution period starts with the display of the yellow flag and/or yellow lights and ends with the display of the green flag and/or green lights. Division Procedures may apply.
  - B. Yellow caution period laps will be scored, unless stated otherwise in division procedures or the official entry form. In the event yellow laps are not scored, the provisions of Rule 9.21 (C), (D), and (E), will be used to determine the last official race laps and the restarting order.
  - C. At the start of a yellow caution period, all drivers are required to reduce speed immediately. The driver of the leading car in the race is required to reduce speed to the designated pace lap speed and to maintain that pace throughout the yellow caution period. All other drivers are permitted to close with caution to a position in single file behind the race leader. Should the race leader leave his position on the track, the next driver in the line has the responsibility of maintaining the pace lap speed.
  - D. When a pace car is used, it will enter the course at the appropriate time and attain pace lap speed at the first safe opportunity. At this time, if the race leader remains on the track, he is required to make every reasonable effort to position himself immediately behind the pace car. If the race leader has left his position on the race track, the next driver in the line is required to position himself immediately behind the pace car.
  - E. When the pace car enters the track, the flashing lights on the pace car will be turned on and/or an orange glove will be displayed on the Left side of the pace car.
  - F. When the course is clear, the pace car will assist the field in preparing for a restart. At the appropriate time, the flashing lights will be turned off and the pace car will accelerate away from the field. The leader of the field is required to maintain pace lap speed until he reaches a designated point, where he is required to accelerate smoothly back to racing speed. When the pace car is clear of the track and the field is in proper order, the green flag and/or green lights will be displayed.
  - G. During the yellow caution period, no driver may pass the pace car without permission. Permission to pass the pace car will be conveyed to one driver at a time by the Starter or Stewards.  
Should a driver overrun the pace car, he may avoid penalty by slowing and allowing the pace car to pass him.
  - H. During the yellow caution period, no driver may pass another car unless:
    - 1. The other car is stopped on the course;
    - 2. The other car is on the apron or is on the inside of the track and is not maintaining the pace lap speed;
    - 3. Either car is in the pit lanes or designated work area.
  - I. The pit lanes will start and end at points designated by the Chief Steward. Drivers entering the pit lanes are not permitted to pass the pace car prior to crossing the point designated as the start of the pit lanes. Drivers should proceed with caution in the pit lanes, but they are permitted to pass other cars. Drivers exiting the pit lanes are not permitted to pass the pace car at any time after crossing the point designated as the end of the pit lanes. Drivers exiting the pit lanes are to rejoin the field at the rear of the restart order.
    - 1. A driver leaving the field for a pit stop may not return to the track ahead of the pace car or the leader of the pack.
    - 2. When the checkered flag and yellow flag are displayed concurrently, no driver may use the pit lane to improve his finishing position.
  - J. In the event of a false start or restart, a driver who passes another car or the pace car must slow down and assume his correct position as soon as practical.
  - K. The penalty for passing the pace car during a yellow caution period, without permission of the Pace Car Steward or without subsequent authorization by the Chief Steward, is that the offending driver will be placed at the tail of that race.
  - L. The penalty for passing another car improperly (except as provided for in Rule 9.19 H.) during the yellow caution period, without subsequent authorization by the Chief Steward, will be the repositioning of the car rearwards two positions for each car passed. This penalty will be assessed at the next yellow flag period if possible or in the Official Finish of the race.
  - M. The penalty for failing to cooperate with the operation of the pace car or any intentional attempt to interfere with the operation of the pace car during the yellow caution period is that two laps will be deducted from the scoring of the car of the offending driver.



- N. If for any reason any of the above penalties are not applied during the race, the Chief Steward is empowered to apply the penalties after the race in the final posting of the official results of the race. The matter of whether a penalty could or should be applied during the race or after the race is not protestable or appealable.

**9.20 Black Flag, Stop for Consultation or Detention** - The Stewards are empowered to order any driver at any time to stop at the pits for consultation or for detention of a specified time period by displaying the black flag.

- A. The decision to order a driver to stop at the pits may be made, if in the opinion of the Stewards, any condition exists which could cause the driver or his car to create a hazard to the driver or other competitors. Division Procedures may apply.
- B. A driver may be ordered to stop at the pits, if in the opinion of the Stewards, the driver has flagrantly violated the rules or is driving in a reckless, improper or unsportsmanlike manner.
- C. The Stewards' decision to order or not to order a driver to stop at the pits is not protestable.
- D. When a driver is ordered to the pits because of a hazardous condition of his car, the proper repairs must be made before the car will be permitted to continue in competition. The decision to permit the car to continue may be made by the Technical Director or his representatives and is not protestable.
- E. Drivers, who in the opinion of the Stewards clearly ignore the black flag signal and do not stop at the pits on the next lap after the signal has been given, will be penalized, in that no laps will be officially credited following the lap on which the signal was first given until the driver brings the car to the pits. The decision as to whether the black flag was ignored is not protestable.

**9.21 Red Flag**

- A. When the red flag is displayed by the starter, it signifies the stopping of a race immediately. Drivers will proceed very slowly to the starting line, as instructed, and stop. Division Procedures and/or the Chief Stewards instructions may also apply.
- B. Should a race be stopped prior to all starting cars, except those in the pits or with mechanical difficulty, completing one lap, no laps will be officially credited, and a complete restart will be conducted using the original starting lineup. This will include all of the procedures of the original start. Any car involved in the incident that causes the race stoppage will be placed at the rear of the re-start line-up. Divisional procedures may also apply.
- C. Should a race be stopped anytime following the lap completion as set out in (9.21 B) above, the last official race lap will be that most recent race lap in which the race leader and all successive cars running on the course, excluding cars passed by the leader during that lap, were scored at the start/finish line prior to the display of the red flag, or the yellow flag in the event that yellow flag laps are not being scored in the race. Within this lap, each car will receive credit for its most recently scored lap. All other cars not appearing during this lap will receive credit for their last lap scored prior to this last official lap.
- D. In the event of a race continuation other than as set out in (9.21 B) above, the cars will be lined up in single file order beginning with the race leader. The restart order of the remaining cars will be determined by their physical sequence at the start/finish line during the last officially scored lap as determined in (9.21 C) above, except that cars passed by the leader during that lap will be granted lineup positions determined by their sequence in the subsequent scored lap.
- E. Notwithstanding (9.21 D) above, the following conditions will cause a car to be placed at the rear of the restart lineup:
1. Cars involved in an accident during, or subsequent to, the last officially scored lap. The decision as to whether a car has been involved in an accident is not protestable.
  2. Cars stopped on the course, including the pits, during the last officially scored lap.

NOTE: The restart order of cars placed at the rear of the lineup will be in order by total laps completed and sequence of completion. Division Procedures may also apply.

- F. A race continuation will begin with a minimum of two laps under the caution flag and the pace car may be used. The scoring of cars will not begin until the green flag is displayed. Any cars remaining in the pits at the time of a restart may join the race if approved to compete by the Technical Director or his representative and OK'd by the Chief Steward.
- G. The decision as to whether to red flag a race is not protestable.

**9.22 Race Completion**

- A. A race will be considered completed at the moment the checkered flag is displayed or at the moment the scheduled distance is completed by any car, whichever occurs first, notwithstanding any subsequent situations, actions, or penalties. The race competition will be considered completed when, after this moment, each car still running on the



course has, in the opinion of the Stewards, had safe and sufficient opportunity to return to the start/finish line. At this time, scoring will cease and the event is completed. The Stewards' decision in this matter is not protestable.

- B. If a yellow flag is displayed after the leader receives the checkered flag, each car crossing the finish line under yellow flag conditions will be scored in their position as they were scored on the last officially completed race lap. Any cars involved in the incident causing the yellow flag will be placed at the end of all cars running on their lap in the final standings.
- C. A race event will be incomplete unless the race leader has run more than 50% of the scheduled distance. The Chief Steward has the authority to amend this rule and/or Division Procedures may apply when unusual circumstances arise.
- D. The white flag will be displayed to the race leader as he starts his last lap, and will continue to be displayed to each successive car so long as any car has begun its last lap.
- E. The checkered flag will be displayed to the race leader as he completes his last lap under momentum created by his own vehicle; and will continue to be displayed to each successive car as set out in (A) above until competition is completed.
- F. Final standings will be determined by the sequence in which the cars completed the scheduled distance. Cars not completing the scheduled distance will be ranked in order by total laps completed and sequence of completion.
- G. If a race is stopped by the use of the red flag and is subsequently ruled complete, the standings will be determined by ranking all cars in order by total laps completed and sequence of completion, utilizing the last officially completed race lap. After examining all available evidence as to whether a car or cars were involved in an incident that led to the display of the red flag, the Chief Steward has the authority to amend the final standings by removing appropriate official credits, from any car(s). The final standings will be amended prior to posting. The Chief Steward's decision, as to who was involved in the incident, is not protestable.

If a preliminary or qualifying race is stopped by the use of the red flag and subsequently ruled complete, the Chief Steward has the authority to assign finishing positions based on the official restart lineup.

- H. Special circumstances at certain race tracks could affect or modify portions of rule 9.22. Notification of any changes or modifications will be either in the entry blank by bulletin, announced in the driver's meeting or a special meeting.

**9.23 Ties** - In the event the scorers are unable to conclusively determine any difference in the physical sequence for two or more cars, the Stewards are empowered to declare a tie for the positions involved, and prizes will be divided among those cars declared to have tied. The Steward's decision as to whether to declare a tie is not protestable.