



## General Rules and Track Policies

**2023**

## 1. General

- a. Sands Speedway Owners (SSO) reserves the right to change event dates/times as needed
  - i. Rain dates will be determined by the SSO
- b. These rules have been approved and adopted by the Marquette County Drivers' Association (MCDA)
- c. Auto racing is a competitive sport, but like any other attraction that requires the support of fans, there is a great deal of sportsmanship and public relations required. Starting on time, running events in a professional manner, proper uniforms, nicely painted race cars and the conduct of competitors, on and off the track, must be considered for its survival and growth.
- d. The SSO reserves the right to take any corrective action at their discretion to rectify any circumstance not covered within these policies which may negatively affect race day events or be determined to have a detrimental impact on the overall health of the sport or Sands Speedway.
- e. Every driver and/or car owner, in purchasing a pit pass and participating in racing events, attests that they have built their cars to the rulebook of the class in which they intend to participate in and compete according to the rules laid out in this document.
  - i. All rules will be enforced as written.
    1. All rules have been written as clearly as possible to clearly convey the spirit of the rule
    2. If any clarification is needed, questions should be directed to the appropriate individuals: Race Officials (Flagman, Grid Official), Tech Inspector or Race Day Director
- f. "Race Event" is defined as: all races held on one designated race day
- g. Track Officials/MCDA President
  - i. **Flagman:** the head official for on-track competition and safety
  - ii. **Grid Official:** establishes line-ups and gridding of cars for each event, as well as responsibilities laid out in Section 4-11
  - iii. **Tech Inspector:** responsible for determining if cars meet all safety standards and complies with all specifications as laid out in individual class rules
  - iv. **MCDA President/Race Day Director:** responsible for the overall application and enforcement of the portions of this rulebook which do not specifically fall under the responsibility of the Track Officials listed above
    1. In the event the President is not present at the track during a race event, their designated representative shall assume their responsibilities
- v. The ruling of the appropriate Track Official as listed above is **final**.

- vi. If any further contention of a rule is desired, it must be done so in writing to the MCDA per grievance rules set forth in their By-Laws.
- h. Absolutely **NO** meetings will be conducted by the MCDA on race day to change rules or policies
- i. If you are building a car for the first time – please contact [sandsspeedway@gmail.com](mailto:sandsspeedway@gmail.com) to speak to a Sands Speedway representative before you build
- j. An MCDA Membership entitles you to:
  - i. Accumulate Championship points
  - ii. Receive Championship Awards
    - 1. Drivers must have paid membership to the MCDA before Championship Points begin to accumulate
    - 2. Must have accumulated a minimum of 300 points or race 75% of the races to be eligible for awards
  - iii. Be eligible for MCDA office positions
  - iv. Discounted pit pass price for race events
  - v. You must be 16 years of age to race any class or join the MCDA. Anyone under 16 must have Board, Class Representative and SSO approval. They will race with an approved rookie stripe across the back of their car.
- k. All car numbers must be 18" by 18" by 4" thick, and in a contrasting color from the body paint. They are required on both doors, the roof (facing the grandstand) and a 6" by 6" sticker in the upper right corner of the windshield.
  - i. Up to 3 digits are allowed
  - ii. May add 1 letter if there is a duplicate number.
- l. Sands Speedway social media
  - i. Social media accounts which are open to the public shall be used to share constructive input regarding the track, competitors and spectator experiences
    - 1. Any inappropriate, disparaging, disruptive or otherwise ill-spirited input shall be removed from the social media page without notice
    - 2. Any persons conducting themselves in the above manner may have their accounts blocked from all public social media accounts at the sole discretion of the page moderators.
  - ii. Any questions by MCDA members regarding competition or rules shall be directed to the MCDA member specific social media account
    - 1. Any persons conducting themselves inappropriately on MCDA member specific social media may be removed from the page

## 2. **Teams/Substitute Drivers**

### a. General

- i. Drivers and owners may decide only to **either** form a Team **OR** utilize substitute drivers

1. Under no circumstances will a driver or owner who has formed a Team be permitted to utilize substitute drivers
- ii. Drivers and/or owners must register their Team **prior to** their first race of the season
  1. No Team may add Team Drivers once the season has begun
  - iii. Drivers and/or owners must register their list of substitute drivers **prior to** their first race of the season
    1. Substitute drivers **MUST** be current members of the MCDA prior to participating in any race events
- iv. Penalties
  1. Any driver and/or owner found in violation of the rules laid out in this section are subject to a P1 Penalty
  2. Further violations are subject to the Penalty Schedule b. Team Definition
    - i. A team consists of two or more drivers sharing a car
      1. Team Drivers
        - a. No limitations to the number of race events in which they are permitted to participate
        - b. All team drivers must be registered prior to their first race of the season
        - c. All team drivers must be current members of the MCDA
        - d. Points will be rewarded to the team, not individual drivers
        - e. Payouts will be awarded to the team, not individual drivers
      - c. Substitute Drivers
        - i. A driver and/or owner of a car may register **two** substitute drivers who may drive the car for a **total** of two race events over the course of a season
          1. Two Race Events will be defined as: One event per substitute driver (equaling the two events) or one substitute driver being entered in two events
        - ii. All points accumulated by substitute drivers will stay with the car, not the driver
    - d. Driver Changes
      - i. Notification of any approved driver changes must be given to the Grid Official prior to line-up
      - ii. With any approved driver changes, the car must start at the rear of the race it qualified for
        1. Penalties will be loss of points and/or money for that race, as well as their position for that race. Subsequent offences will be dealt with as needed

### 3. Pit Area Rules and Procedures

- a. Pit area speed limit

i. No one shall operate a vehicle in the pit area in an unsafe or reckless manner b.  
Age Limit

i. Any minor must be under the direct supervision of an adult who, by purchasing a pit pass for themselves and minor, agrees to always assume full responsibility for the safety and well-being of the minor while in the pit area. As well as a liability waiver (two sided) will be provided and need to be signed.

c. Pit Attire

- i. Long pants are recommended during race events when the track and pits are active. Knee length shorts are permitted for non-drivers with advisement of safety in the pits
- ii. Open-Toe shoes, sandals and flip flops are **NOT ALLOWED** for the interest of safety during race events when the track and pits are active

d. All individuals in the pits shall make every effort to remain vigilant and are responsible for their own safety

e. All persons entering the pit area are expected to utilize proper trash receptacles to maintain a clean and neat appearance to the pit area

f. All drivers and team members are expected to clean up their pit areas prior to leaving the track at the conclusion of race day activities

#### 4. **Race Day Procedures**

##### a. Track Safety

- i. Track Officials are the only persons permitted on the track at any time
- ii. ONLY emergency crews and/or track officials are allowed to respond to the site of an accident or incident
  - 1. Under no circumstances are non-emergency personnel permitted to respond to an accident. Individuals doing so hinder the abilities of Emergency Personnel to effectively respond to the emergency and puts more individuals in danger
- iii. A drivers' meeting will be held before the start of the days racing. All drivers are required to attend in person, including Team and Substitute Drivers
- iv. **NO ALCOHOLIC BEVERAGES WILL BE ALLOWED IN THE PIT AREA** until the race program is completed in its entirety. Coolers containing alcohol must be left outside of the pits during the race program.
  - 1. All coolers are subject to search upon entrance into the pit area.
- v. Any person found in violation of this rule shall be assessed a penalty
  - 1. If needed, evaluation by the track medical personnel is final
- vi. **ALL DRUGS AND CONTROLLED SUBSTANCES ARE BANNED**
- vii. Any person found in violation of this rule shall be assessed a penalty
  - 1. If needed, evaluation by the track medical personnel is final
- viii. Any accident resulting in a significant injury to a driver or a crew/team member must be reported to the Race Day Director **immediately**

b. Driver Conduct

i. The MCDA and Track Ownership always expect courteous conduct from all participants. Profanity or obscene gestures in front of race fans or officials by drivers or their crew will have penalties set forth in Section 5 c. Transponders

- i. All drivers must have a registered transponder for their car at the beginning of the season to be scored
- ii. They must be placed according to the following regulations:
  1. 4-Cylinder Classes: No farther forward than 12" behind the center of the rear axle
  2. Fuel-Injected: 8-12" in front of rear axle
  3. Street Stock: No farther forward than 12" behind the center of the rear axle
  4. Late Model: 8-12" in front of rear axle

d. Raceceivers

i. Each car on the track must have a raceceiver for lineup and safety purposes

e. Radios

- i. Two-way radios are allowed for safety only in Late model and Street Stock classes.
- ii. Spotters must be on the two top rows of the pit bleachers only
- iii. Anyone caught using two-way communication to facilitate blocking will receive a black flag
- iv. Tea/Car radio frequencies must be registered with the MCDA at your first race of the season
- v. Penalties: any driver or owner found in violation of the rules laid out in this section are subject to a P-1 penalty.
  1. Further violations of this section are subject to the Penalty Schedule

f. Car Numbers/Identification Markings

- i. Car numbers and markings must be in accordance with the appropriate Class Rulebook ii. If a visiting car is marked with the same number as an MCDA member's car, the visiting driver must add a unique letter after their number
- iii. All MCDA members reserve the right to maintain their preferred number from year to year provided their membership dues are current and they have had no lapses in membership

g. Inspection Process

- i. **All cars competing at the track for the first time MUST pass Tech Inspection prior to participation in any race event**
  1. Exception: If it is the cars first time at the track, and it is **NOT** found to comply to the appropriate class rules, it will be permitted to enter the races for **that day only**
  2. If the Tech Inspector deems the car does not meet appropriate safety rules, the car will not be permitted to participate in any on-track activity

3. The car in question will not be permitted to take part in any on-track activities in subsequent weeks until the car owner demonstrates that the car complies with all requirements in the appropriate class rulebook to the satisfaction of the Tech Inspector
  4. This rule does not apply to invitational weekends
  5. The final approval for visiting cars on invitational events will lie with the track owners
- ii. When a car owner submits a car for inspection, the owner attests that the car meets all requirements outlined in the appropriate class rulebook under which the car will participate
1. If the Tech Inspector identifies a discrepancy which causes the car to fail inspection, it is the sole responsibility of the owner to provide sufficient evidence to the contrary
  2. The decision of the Tech Inspector is **final**.
  3. Inspections may be conducted at any time during the race season
  4. All owners, drivers and crew members are to fully cooperate with officials regarding inspection, line up and race procedures
    - a. Failure to cooperate can result in penalty assessments
    - b. Tech Inspectors are free to use any diagnostic means to confirm rule or equipment violations
      - a. Any components found to be in violation of the rules may be confiscated by the Tech Inspector and held by SSO for the remainder of the race season. It will be returned at that time.
      - b. Refusal to surrender components deemed illegal by Track Officials will result in a P-4 Penalty for the driver and car owner. The car will also be barred from competition for the remainder of the season
        1. MCDA members will forfeit all post-season awards
      - c. Legal determination of any component in question will be made by the Tech Inspector and SSO
  5. Efforts to find any "loopholes" in the rules will not be tolerated. It is your responsibility to as a racer to know and follow these rules and maintain the highest levels of integrity in the spirit of fair competition, promoting the overall health of the sport and Sands Speedway.
- h. Hot Laps
- i. Pre-Qualifying Hot Laps
1. Each class division will be allowed 10 lap practice sessions (hot laps)
  2. Pre-qualifying hot lap sessions will rotate amongst the divisions
- ii. Safety Hot Laps – By class for safety

1. In the event a car is involved in an accident which requires repairs, the Driver/Owner may petition Corner Person for additional hot laps to ensure that the repairs are safe enough for further competition
    - a. Only two safety hot laps will be granted at a time, timing to be determined by Corner Person.
    - b. Safety hot laps are not permitted during intermission
    - c. Safety hot laps may only be used **ONCE** per Race Event per car
  2. The Tech Inspector shall have the final determination if the car is safe to return to competition
- i. Car Entries
    - i. No driver may qualify more than one car in a single class, per race day
    - ii. In the event of mechanical failure prior to qualifying, a back up car may be entered into the event and must be raced for the remainder of the race day.
      1. The original car will not be permitted to be re-entered into the event for that day
      2. The back up car must be clearly identified to reflect the proper number for scoring personnel
      3. All race day points will remain with the driver and/or team
    - iii. Qualifying
      - i. Any driver who arrives after their call has begun qualifying, but has not finished will be permitted all qualifying laps
        1. No hot laps will be granted
      - ii. Any driver who arrives after their class has finished qualifying will get one lap to qualify, no hot laps or warm up lap allowed.
      - iii. If a driver arrives after all qualifying for the Race Event has been completed, they will start at the back of the slowest heat and slowest feature for the day. No qualifying points will be received.
      - iv. Any driver who encounters a problem prior to, or during, qualifying that may prohibit them from performing to the maximum of their abilities (illness or mechanical issues) must notify Line up Person immediately and start all races for that day at the tail end of the field.
      - v. Any driver who aborts their qualifying run **after** taking the green flag to begin their timed qualifying laps shall receive **one** green-flag lap to post a qualifying time
      - vi. Any driver who aborts their qualifying run **before** taking the green flag to begin their timed qualifying laps shall receive **two** green flag laps to post a qualifying time
      - vii. All Late Model and Street Stock cars will be scaled immediately before lining up for qualifying
      - viii. Purestock, Modified 4 and Super Stock will be given one warm up lap followed by two timed laps.
      - ix. Late Models will be given two warm up laps followed by two timed laps



- x. If, for any reason, qualifying cannot take place for the day, cars will be lined up by total points inverted
  - 1. Cars with no points will start at the rear of the field.

k. Quarter Second Rule

- i. Any driver who runs equal to or greater than ¼ of a second (0.250) faster than their qualifying time for two consecutive laps will be awarded last place points for that race
  - 1. For example: if you qualified at 16.500 seconds, you will be penalized for running 2 consecutive laps of 16.250 seconds or faster.
- ii. Exemptions:
  - 1. Fast qualifiers for the day are not subject to this rule
  - 2. Drivers who move themselves to the rear of the grid due to qualifying issues are not subject to this rule
    - a. Drivers must make this request after qualifying and **before** the first heat race
- iii. Any driver participating in the Purestock Class that consistently qualifies ½ second faster than the entire class may be assessed a penalty by the MCDA Board
  - 1. This may come in the form of a weight penalty or with being moved up to the Modified Class
- iv. Any driver found purposefully manipulating their qualifying times shall be determined to be "sand bagging" and will be subject to a P-1 Penalty
  - 1. Further violations of this section are subject to the Penalty Schedule I. Races

i. Dashes

- 1. Four fastest qualifiers in each division
- 2. Consists of four laps
- 3. Championship points will not be awarded for dashes ii. Heats
  - 1. Will be determined by Track Officials based on the number of entries (may need to run more than one per class)
  - 2. Consists of 10 laps iii. Features
    - 1. The top 10 qualifiers in each class for the day will be entered into an "A" Feature
    - 2. The top four finishers in the "B" Feature have the option to enter the "A" Feature
      - a. Any drivers wishing to opt into the "A" Feature shall forfeit their championship points and monetary awards earned from the "B" Feature and will start at the rear of the field in the order of their "B" Feature finishing positions
    - 3. "A" Features consist of 25 laps, "B" Features consist of 20 laps iv. Special Events (i.e Powder Puff)

1. No more than 14 cars
  - v. The owners have the right to reduce or increase the laps of any race and/or set a time limit as circumstances dictate.
- m. Pre-Race Gridding and Line Up
- i. Any driver who wins an "A" Feature shall grid in the absolute last position in the next "A" Feature race that they qualify for
    1. This applies to points days only
    - ii. Drivers who do not properly present their cars for gridding at the designated time shall start the race at the rear of the field
    1. All cars should be presented for gridding as soon as the cars participating in the previous race vacate the grid area
  - iii. Cars participating in the first race day event shall present themselves for gridding prior to the National Anthems and Parade of Flags
    1. Cars involved with the Parade of Flags are expected to proceed directly to the grid following the pre-race activities
  - iv. The Grid Official will determine position according to line-up board
  - v. If a driver cannot grid due to mechanical reasons, they must notify the Grid Official as soon as possible to expedite race day operations
  - vi. Requests to be moved from qualifying starting positions to the rear of the field must be relayed to the Grid Official as soon as possible
  - vii. Safety equipment checks will be conducted on the grid by the Grid Official. All drivers are required to have proper safety equipment in place prior to gridding
    1. If the Grid Official determines that any of a driver's required safety equipment is not in place, the driver will not be permitted on the track until the situation is rectified
    2. If the driver ignores the Grid Official and proceeds onto the track, they will be given the black flag and not scored for that race
- n. Race Procedures
- i. Starts and Restarts
    1. Pole position driver will set a reasonable pace speed
      - a. The Flagman will make the determination if the pace speed is acceptable and will communicate via hand and flag signals if it is not
    2. All starts are double format and restarts will be single double format
    3. When a caution flag is thrown during a race, the field is frozen per the last official completed green flag lap
      - a. the field will form a single-file line and proceed around the track under pacing speeds
      - b. any penalties will be issued by Race Officials in accordance with all applicable rules laid out in this rulebook and the restart order will be issued

4. Prior to coming to "One-to-Go" under caution, the Corner Official will instruct drivers to pick a lane at permanent line put on back stretch of track
  - a. As drivers approach the line, they will choose the lane in which they want to restart the race and pass on the appropriate side
    - a. Once a lane is chosen by a driver, they may not change the lane until the race resumes, and they pass the start/finish line while taking the green flag
    - b. After choosing their lane, drivers will proceed as far forward in their chosen line as possible and then resume pacing double-file
  - b. Once the drivers have chosen their preferred lane, they will get the "One-to-Go" from the Flagman as they pass the start/finish line
5. Race officials reserve the right to rectify any mistake in the line-up order in any means they deem necessary to ensure a fair restart
  - a. Any driver arguing with Race Officials over the restart order will be moved to the end of the longest line and issued a P-Zero Penalty
6. Cars directly involved in an accident because of contact resulting in a yellow or red flag shall be moved to the end of the longest line for the restart unless one driver initiates the "Gentleman's Agreement"
  - a. "Gentleman's Agreement" is if a driver wishes to claim responsibility for an accident that caused a yellow or red flag, they will tap the roof of his car as they pass the Flag Stand
  - b. In this case, the driver claiming responsibility will be moved to the rear of the longest line while the victim of the accident retains the position in which they were running at the time of the last completed lap
7. An "official first lap" is defined as the first full lap completed by all cars under green flag conditions
  - a. Any incident which brings out a yellow or red flag prior to all cars completing one full lap under green flag conditions will negate that lap being counted as an official first lap
9. Any driver determined to be the cause of an incident or accident prior to starts and restarts under a caution (including pre-race warm-ups or pacing laps) will be sent to the end of the longest line
  - a. If the fault is not perfectly clear, all cars will line up in the original position for the start, or according to previous lap when it is a restart
10. In the event of a yellow or red flag being dropped before any car completes an official first lap, cars will start per the original line up
11. Any driver who does not complete one full lap under green flag conditions will forfeit all points for that race

12. Any driver who exits the track under caution and enters the pits for any reason, and any length of time, will restart the race at the end of the longest line
13. Any driver who exits their car without official permission for any reason, under any race condition, will be considered "going to the pits" and will be placed at the end of the longest line
  - a. Any driver who stops their car or exits their vehicle to argue with Track Officials will be issued a P-Zero Penalty
  - a. Further violations of this section are subject to the Penalty Schedule
14. If more than one driver is being penalized by being sent to the end of the longest line, they shall line up in that line in the order in which they were penalized
  - ii. Accidents/Caution Conditions/Red Flags
    1. A race may be stopped at any time by the Flagman.
    2. Any driver who is determined by the Flagman to be the cause of two cautions in a single race shall receive a P-Zero Penalty and be disqualified for that race and will not earn points for that race.
    3. If Race Officials determine that a driver has blatantly caused an accident due to malicious intent or to intentionally alter the outcome of the race (example: self-spinning the car, stopping on the track without reason to, etc.) their actions shall be considered unsportsmanlike conduct and a P-1 Penalty will be administered.
      - a. Any further violations of this rule will be subject to the Penalty Schedule.
      - b. Any other drivers involved in an accident due to another driver's malicious driving will get their position back as long as they do not enter the pits.
    4. No driver will race back to the Start/Finish Line to take yellow or red flags.
    5. Caution laps are not part of the race. They are not counted or used as a basis for line up position of restart.
    6. In the event of an accident, the drivers involved are expected to hold the brakes and "lock the car down" to facilitate other drivers' ability to safely navigate around the incident.
      - a. DO NOT ALLOW YOUR CAR TO ROLL INTO TRAFFIC
      - b. Any willful disregard to this rule negatively impacts driver safety and can cause unnecessary damage.
      - c. Any offending driver will be issued a P-Zero Penalty.
    7. When the RED flag is displayed, drivers are expected to be vigilant and follow Track Officials' direction to safely bring their cars to a stop in a manner which expedites the movement of Track Safety personnel.
      - a. NO cars will take laps to cool an entire during a red flag.

iii. Track Signals and Flags

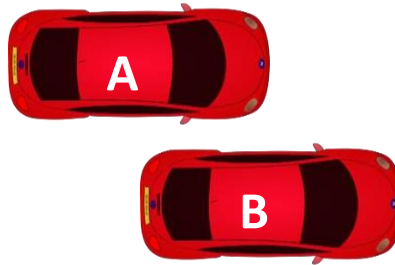
1. When a flag is being displayed for a particular driver, the Flagman or the Track official transmitting over the Raceceiver will notify that driver using a Number Board or the Raceceiver
  - a. Green
    - a. Start or Restart the race
    - b. Blue Flag with Yellow Stripe
      - a. Move to the inside lane immediately if you are a lap down
      - b. If you are being challenged and the Flagman deems you in violation of Section IV-12-d-I (blocking) you must pick a lane to race in.
    - c. Yellow
      - a. An incident has occurred on the track which requires the drivers to reduce speed and exercise caution to avoid hazardous situations. Give way to Track Emergency Personnel responding to the incident.
      - b. No races will end on a caution.
  - d. Red
    - a. A serious incident has occurred on the track that requires Race Officials to halt the race.
  - e. Black Flag
    - a. A driver is being penalized by the Flagman
      1. Number Board or Raceceiver will be used to identify the driver being penalized.
      2. If you are black flagged, you must go to the pit area immediately and you will no longer be scored.
      3. If your problem is safety or mechanical, you may correct it and return to the race with the loss of laps as penalty.
      4. If your problem is unsportsmanlike behavior, you will be disqualified from the race.
  - f. White Flag
    - a. One lap is remaining in the race
  - g. Checkered Flag
    - a. Race is complete.

#### iv. Racing Etiquette

##### 1. Blocking

- a. Blocking shall be defined as the lead driver making a defensive lane change with the intention to impede the trailing car's attempt to pass.
- b. Holding a defensive line without changing lanes shall not be considered blocking.

- c. Lane changing to pass slower cars is not considered blocking.
  - d. The judgement of whether a car is blocking is at the sole discretion of the Flagman.
  - e. Any driver who is in violation of blocking is subject to a P-Zero Penalty.
    - a. Further violations of this section are subject to the Penalty Schedule.
2. Lapped Cars
- a. All lapped cars will move to the inner most lane while being passed by faster traffic.
3. Challenging or Defending Positions
- a. Any car will win a vacated lane if their front bumper is even with the door of the car leaving or sliding out of his lane
    - a. Example: Car A has established position on the inside



- b. A driver shall not take or defend a position by force.
  - a. A trailing driver shall not force the leading driver out of their lane by initiating contact.
  - b. The leading driver shall not attempt to forcefully regain a lane that they have vacated by turning down into the trailing car that is trying to overtake.
  - c. The final determination of whether these rules have been violated is at the sole discretion of the Flagman
    - 1. The offending driver will be issued the Blue Flag with Yellow Stripe and be notified by either Number Board or Raceceiver.
    - 2. If you are identified as the offending driver, you must move over or stay in your current lane.
    - 3. Failure to adhere to the Flagman's instructions will result in the driver being issued a Black Flag and a PZero Penalty.
    - 4. Three Wide Circumstances
      - a. Three wide passing is **STRONGLY** discouraged.

## 5. Right of Way

- a. All cars competing on the racing surface have the right of way over any car not on the racing surface (i.e. using the infield for passing)
- b. Cars may not go off-track to gain an advantage. 1. The offending driver will be given a P-Zero Penalty.
  - a. Further violations of this section are subject to the Penalty Schedule.
- c. Cars will not be penalized for driving on the infield or dirt outside of the racing surface to avoid accidents.
- d. All drivers who find themselves off-track must make every attempt to re-enter the racing surface safely.

## 6. Damaged Cars or Cars with Mechanical Issues

- a. The Flagman has the final authority in determining if a car on the track is safe to continue racing.
  - a. Any car determined by the Flagman to be a hazard on the track will be sent to the pits to correct the problem.
  - b. For example:
    1. Loose or dragging parts
    2. Leaking fluid.
    3. Parts falling onto the racing surface.
- b. A driver's pit crew is not permitted on the track to fix damage.

## 7. Finishing Order

- a. The race is over when all cars receive the checkered flag
- b. Cars that are not on the track at the time of the checkered flag will be placed according to the order they left the track
  - a. Example: the first off will get last, second off will get second to last, etc.
- c. Cars that are one or more laps down will finish according to their position among lapped cars and the numbers of laps down.

## 8. **Mandatory Post Feature Race Scaling**

- a. Late Model and Super Stock 1.
  - "A" Feature
    - a. The top five (5) finishers must proceed directly to the scales after exiting the track
  2. "B" Feature
    - a. The top four (4) finishers must proceed directly to the scales after exiting the track.
  - b. Fuel-Injected
    1. Top 5 finishers must proceed directly to the scales after exiting the track.

c. 4 Cylinder Modified

1. Top 5 finishers must proceed directly to the scales after exiting the track.

d. 4 Cylinder Street Tire

1. Top 5 finishers must proceed directly to the scales after exiting the track.

e. No crew member is permitted to perform any work on the vehicle from the time the car exits the racing surface until the car clears post-race inspection

a. "Work" includes but is not limited to:

1. Addressing any mechanical issues
2. Removing any loose or hanging body panels.

b. Crew members may cool the car at the designated water supply located at the scales.

f. Violations to this section will be penalized with a P-Zero penalty **AND** will forfeit Championship Points and Race Winnings for the Feature.

v. Protests and Formal Complaints

1. If a complaint arises on Race Day, it is to be brought to the Class Representatives. Three Representatives must be present that are not in the class the complaint has come from. If a consensus cannot be reached among the Representatives present, a formal complaint will need to be filed with the MCDA Board.
2. Formal complaints are to be written and given to any MCDA Board Member. The Board will then make a decision by no later than the next Race Event.

## 5. Penalties

- a. THIS RULEBOOK IS YOUR WARNING. Penalties may be issued immediately upon the MCDA Board review.
  - i. Cheating in any form will not be tolerated and penalties outlined in the rulebook shall be used to stop these practices. ii. Any driver who consistently finishes a race well ahead of the field may be assessed a weight penalty by the MCDA.
  - iii. Any driver, owner or crew member acting in an unsportsmanlike fashion will be subject to penalties as defined in the Penalty Schedule
    1. Arguing with a Track Official: P-Zero
    2. Verbally abusing a competitor: P-Zero
    3. Obscene gestures: P-Zero
    4. Vulgar language in front of fans: P-Zero
    5. Physical confrontation of any kind: P-3
  - iv. Any individual not affiliated with a particular car/team as outlined above, who is conducting themselves in a manner that is considered unacceptable by Track Owners or Track Officials will be removed from the track premises.
- b. Penalty Schedule:



Level	Penalty
P-Zero	Warning
P-1	Point loss for the race involved or the entire Race Event
P-2	P-1 Penalty (if applicable) and a one (1) race suspension
P-3	P-1 Penalty (if applicable) and two (2) race suspension
P-4	P-1 Penalty (if applicable) and suspension for the remainder of the race season
P-5	Permanent Ban

- i. Penalties are based on the infraction. They do not have to be assessed in the order laid out above.
  - a. Example: A member does not necessarily have to be assessed a P-1 Penalty before a P-2 Penalty.
- ii. After a penalty is issued for a particular rule infraction, any further infractions to that rule **must** be assessed a higher penalty.
  - a. Successive infractions to the same rule do not have to occur on the

same race weekend.

#### 6. **Points, Scoring and Awards**

- a. All points accumulated in one race day will be used for any challenge series.
- b. Points are determined by the following:

Qualifying	
Position	Points
1	26
2	25
3	24
4	23
5	22
6	21
7	20
8	19
9	18
10	17
11	16
12	15
13	14
14	13
15	12
16	11
17	10
18	9
19	8
20	7
21	6
22	5
23	4
24	3
25	2
26	1

Two Heats			
B Heat		A Heat *	
Position	Points	Position	Points
1	15	1	22
2	13	2	20
3	12	3	19
4	11	4	18
5	10	5	17
6	9	6	16
7	8	7	15
8	7	8	14
9	6	9	13
10	5	10	12

Semi Feature	
Position	Points
1	28
2	26
3	25
4	24
5	23
6	22
7	21
8	20
9	19
10	18

Feature	
Position	Points
1	46
2	44
3	43
4	42
5	41
6	40
7	39
8	38
9	37
10	36
11	35
12	34
13	33
14	32
15	31
16	30
17	29
18	28
19	27
20	26
21	25
22	24
23	23
24	22
25	21
26	20
27	19
28	18
29	17
30	16

\* When only one heat, use the points

Heat (in Cylinder only)	Two Heats						for A 4-classes
	C Heat		B Heat		A Heat *		
	Position	Points	Position	Points	Position	Points	
1	9	1	14	1	22		
2	7	2	13	2	20		
3	6	3	12	3	19		
4	5	4	11	4	18		
5	4	5	10	5	17		
6	3	6	9	6	16		
7	2	7	8	7	15		
8	1	8	7	8	14		
9	0	9	6	9	13		
10	0	10	5	10	12		

c. Championship Tie Breakers

i. In the event of a tie in points for a division championship, the following tiebreaker process will be followed in order:

1. Number of feature races won
2. Number of heat races won
3. Number of laps led
4. Number of times as fast qualifier

d. MCDA Awards

i. Rookie Driver of the Year:

1. Must be a member of the MCDA
2. 1 Rookie chosen in each class
3. Must be the drivers first year of racing in that class. They cannot have a history of stock car racing in a higher class.
4. The driver must compete in at least 75% of the programs during the current season.

5. Top rookie points finisher will be awarded in each class.
- ii. Most Improved Driver
    1. Must be a member of the MCDA.
    2. Must have completed at least 75% of the program during the current and previous year.
    3. Awarded based on performance and sportsmanship.