



General Rules and Track Policies

2026

1. General

- a. Sands Speedway Owners (SSO) reserves the right to change event dates/times as needed.
 1. Rain dates will be determined by the SSO.
 2. Special events rules will be set prior to event and are subject to change by SSO. This includes tire rules, inspection rules, and anything thing else pertaining to the special event.
- 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 track, must be considered for their survival and growth.
- d. The SSO reserves the right to take 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. **ALL VEHICLES PARTICIPATION IN RACE EVENTS MUST BE UNDER 100 DECIBELS**
- h. Track Officials/MCDA President
 - i. **Flagman:** the head official for on-track competition and safety.
 - ii. **Grid/Timing Officials:** establish line-ups and gridding of cars for each event, as well as responsibilities laid out in **Section 4.**
 - iii. **Tech Inspector:** responsible for determining if cars meet all safety standards and comply 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 the day of the grievance and given MCDA per By-Laws.
- i. Absolutely **NO** MCDA meetings will be allowed to be conducted on race day to change rules or policies.
- j. If you are building a car for the first time – please contact mcdasandsspeedway@gmail.com to speak to a Marquette County Drivers Association (MCDA) representative before you build.
- k. An MCDA Membership entitles you to:
 - i. Accumulate Championship points.
 - ii. Receiving 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 raced 75% of the races to be eligible for awards.
 - iii. Be eligible for MCDA office positions.
 - iv. Anyone under the age of 16 must have Board, Class Representative and SSO approval. They will race with an approved rookie stripe across the back of their car for their first season.
- k. 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 will be removed from the social media page without notice.
 - 2. Any person 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 should be directed to the MCDA member specific social media account.
 - 1. Any person conducting themselves inappropriately on MCDA member specific social media will 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 or Substitutes **prior to** their first race of the season.
 - 1. No Team may add Team Drivers once the season has begun.

2. Substitute drivers **MUST** be current MCDA members prior to participating in any race events.

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 at which they are permitted to participate.
- b. All team drivers must be registered prior to the beginning of the season.
- c. All team drivers must be current members of the MCDA.
- d. Points will be awarded 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 is defined as: One event per substitute driver (equaling the two events) or one substitute driver being entered in two events.
2. In case of an emergency, a substitute driver limit has been reached. A driver can make a request with the MCDA board and Track Manager to have the situation be heard and exception be granted. (Substitute still must be MCDA Member in good standing and all must have been approved by both Board and Track manager)

- 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 the line-up.
- ii. With any approved driver changes, the car must start at the rear of the race that 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. Subject to P-1 penalty.

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 people 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 people 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 put more individuals in danger.
 - 2. Any accident resulting in a significant injury to a driver, or a crew/team member must be reported to the Race Day Manager **Immediately**.
 - 3. If needed, evaluation by the track medical personnel is final.
- iii. A drivers' meeting will be held before the start of the races. 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 for that day is fully completed. 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. **ALL DRUGS AND CONTROLLED SUBSTANCES ARE BANNED**
- vi. Any person found in violation of this rule shall be assessed a penalty.

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. Transponders 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: No farther forward than 12" in front of the rear axle.
 3. Street Stock: No farther forward than 12" in front of the rear axle.
 4. Late Model: 8-12" in front of rear axle.
 5. Transponders cannot be placed any higher than 12" off the track surface.

d. Race Receivers

- i. Each car on the track must have a race receiver 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 pit bleachers **Only**. P-1 penalty if not in that location.
- iii. Anyone caught using two-way communication to facilitate blocking will receive a black flag.
- iv. Team/Car radio frequencies must be registered with the MCDA at your first race of the season. There will be a spot on the Drivers bio sheets for this information.
- 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. All car numbers must be 18" by 18" 4" thick, and in a contrasting color from the body panel. 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.
 1. Up to 3 digits are allowed.
 2. Cars must add one number if there are duplicate numbers in the same class.
 3. Letters may stay on the car from the previous years but will not be recognized on the computer. So, anyone with duplicate numbers in each class will still have to add a number to vehicle for the computer.
 4. MCDA members who raced the entire previous season with those numbers on their car in that class will get to have priority of keeping that original number.
- ii. If a visiting car is marked with the same number as an MCDA member's car, the visiting driver must add an extra number to their car.

- 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 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 with the appropriate class rules, it will be permitted to enter the races for **that day only**.
 - 2. 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 the requirements in the appropriate class rulebook to the satisfaction of the Tech Inspector.
 - 3. 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.
 - 4. This rule does not apply to invitational weekends.
 - 5. The final approval for visiting cars at 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 rules 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 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, a backup car may be entered into the event with approval by officials and must be raced for the remainder of the race day.
- ii. 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 communicate that immediately and start all races for that day at the tail end of the field.
 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.
 4. Non-Compliance is P-1 Penalty.

j. 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
- iii. Any driver who arrives after their class has finished qualifying will get one lap to qualify, no hot laps or warm up lap allowed.

- iv. 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.
- 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. All cars will be scaled immediately **before** lining up for qualifying.
- vii. All cars will be given two warm up laps followed by two timed laps.
- viii. 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. If the winner runs equal to or greater than $\frac{1}{4}$ of a second (0.250) faster than their qualifying time for two consecutive laps the winner will then be awarded last place points for that race event.

Example of quarter second rule: if you qualified at 16.500 seconds, you will be penalized for running two 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 4-cylinder street stock class that consistently qualifies $\frac{1}{2}$ second faster than the entire class may be assessed a penalty.
 - 1. This may come in the form of a weight penalty or with car 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. Dashes

- 1. Four fastest qualifiers in each division.
- 2. It 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.
 2. "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. Unless special event.
 - 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 present 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 sheet.
 - 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 the 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 double format.

3. When a caution flag is thrown during a race, the field is frozen per the last official completed green flag lap. Any driver determined to be the cause of the incident or accident prior to starts and restarts under caution (including pre-race warm-ups or pacing laps) will be sent to the end of the longest line. If the fault is not perfectly clear, all cars will line up in the original position for the start, or according to the previous lap when it is a restart. Cars directly involved in an accident because of contact resulting in 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 cause a yellow or red flag, they will tap the roof of his/her 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.
 - c. During caution flag the field will form a single-file line and proceed around the track under pacing speeds.
 - d. 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 place a cone at the end of the back stretch.
 - a. As drivers approach the cone, the driver will choose the lane in which they want to restart the race and pass on the appropriate side.
 - a. Once a lane has been 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. Unless they were cause of the caution, then they go to the back of the longest line.
 - 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. 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.
 7. In the event of a yellow or red flag being dropped before any car completes an official first lap, cars will start with the original line up.
 8. Any driver who does not complete one full lap under green flag conditions will forfeit all points for that race.
 9. 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.
 10. 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-1 Penalty.
 - b. Further violations of this section are subject to the Penalty Schedule.
 11. 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-1 Penalty and may be disqualified for that race and 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, **black flag and loss of the points for that race event.**
 - a. Any further violations of this rule will be subject to the Penalty Schedule.
 - b. Any other driver 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 for 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 engine 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 Race receiver will notify that driver using a Track Official or Race Receiver.
 - 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. Track Official or Race Receiver 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 remains in the race.

g. Checkered Flag

- a. Race is complete.

iv. Racing Etiquette

1. Blocking

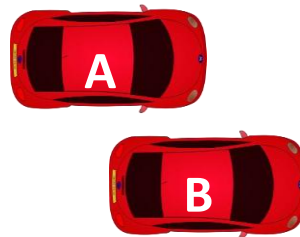
- a. Blocking shall be defined as the lead driver making a defensive lane change with the intention to impede the trailing car's attempt to pass.
- b. Holding a defensive line without changing lanes shall not be considered blocking.
- c. Lane changing to pass slower cars is not considered blocking.
- 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 stay in their 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 its lane.
 - a. Example: Car A has an established position on the inside.



- b. A driver should 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 Track Official or Race Receiver.
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 P-1 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 race 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. For example:
 1. Loose or dragging parts.
 2. Leaking fluid.
 3. Parts falling onto the racing surface.
- b. The 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. The top five (5) finishers must proceed directly to the scales after exiting the track.

- b. 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 the post-race inspection.

- i. "Work" includes but is not limited to:

- 1. Addressing any mechanical issues

- 2. Removing any loose or hanging body panels.

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

- c. In the event of mechanical failure (undriveable) unable to scale vehicle it will be up to Track Inspectors' discretion how the car proceeds over the scales.

- d. Violations of this section will be penalized with a P-1 penalty.

v. Protests and Formal Complaints

1. If a complaint arises on Race Day, it is to be brought to any executive MCDA board member or Class Representative. If a consensus cannot be reached among those Representatives present, a formal complaint will need to be filed with the MCDA Board on the day of the grievance.
2. Formal complaints are to be written and given to any MCDA Board Member on the day of the grievance. The Board will then decide by no later than the next Race Event.
3. There shall only be one representative for the formal complaint.

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 as a weight penalty.

- 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 to P-6.

- 2. Verbally abusing a competitor: P-Zero to P-6.

- 3. Obscene gestures: P-Zero to P-6.

- 4. Vulgar language in front of fans: P-Zero to P-6.

- 5. Physical confrontation of any kind: P-3 to P-6

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.

For P-3 through P-5 Team drivers or Substitutes can participate in the following race event.

b. Penalty Schedule:

Level	Penalty
P-Zero	Warning
P-1	Last place points for Race Event
P-2	Points loss for Entire Race Event
P-3	P-1 Penalty (if applicable) and (1) race suspension
P-4	P-1 Penalty (if applicable) and (2) race suspension
P-5	Suspension for the remainder of race events
P-6	Permanent Ban

- i. Penalties are based on 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.

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

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

Two Heats					
A Heat *		B Heat		C Heat	
Position	Points	Position	Points	Position	Points
1	22	1	14	1	9
2	20	2	13	2	7
3	19	3	12	3	6
4	18	4	11	4	5
5	17	5	10	5	4
6	16	6	9	6	3
7	15	7	8	7	2
8	14	8	7	8	1
9	13	9	6	9	0
10	12	10	5	10	0

* When only one heat, use the points for A Heat (in 4-Cylinder classes only)

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 above point scale:
- c. Championship Tie Breakers
 - iii. In the event of a tie in points for a division championship, the following tiebreaker process will be followed in this order:
 - 1. The number of feature races won.
 - 2. The number of heat races won.
 - 3. Number of laps led.
 - 4. Number of times as fast qualifier
- b. MCDA Awards
 - i. Rookie Driver of the Year:
 - 1. Must be an active member of the MCDA.
 - 2. 1 Rookie chosen in each class.
 - 3. It must be the driver's first year of racing in that class for the current season. 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. The top rookie points finisher will be awarded in each class.
 - ii. Most Improved Driver
 - 1. Must be an active 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.
- c. Any driver that wins the Championship for 4-cylinder Street Stock/Pure Stock class for that season will be required to move up to 4-6 cylinder Mod class the following season.