



2026 FLAG RULES AND RACE PROCEDURES

Section 1: Flags and their meanings

Green Flag Start of the Event

Yellow Flag All cars slow to a caution lap speed as there is fluid, cars or debris normally on the track

Red Flag Is given after the yellow normally because of the racing surface being blocked, EMT access to THE INFIELD or the track needing cleaning up debris.

Blue Flag w/ Orange Diagonal Stripe

This is the layover flag meaning you are about to be passed by the lead lap faster cars when Clear please move to the inside of the race track and slow to allow the faster cars to proceed past you without incident... Always back off early when entering the corner when being lapped so you do not wash up into the leaders

Black Flag Means you have some sort of issue, dragging something, leaking fluids, something loose or have **waved at you** been flagged for rough driving and you must report to the infield immediately.

Black Flag / Rolled up and Pointed at you. You are Being warned usually for rough driving or jumping a start or something the officials did not like. Do anything else and you will likely be parked.

White Flag This signals you are on the FINAL lap of the RACE.

Checkered Flag This signals the end of the event slow down after going under the flagman's stand.

Please be aware of other cars slowing down after receiving the checkered flag

LINEUPS, INVERSIONS & what to do when a car drops out of the line before one lap has been completed.. After the inversion has been set if a car in front of you drops out and is not going to make the first Green Flag everyone in that line (be it inside or outside row) simply move forward.

WE DO NOT CRISS CROSS when a car drops out or is moved to the rear of the field, we move that lane that the car was dropped from forward

The Lineup on any division is normally inverted on short tracks and we normally invert all divisions.

1.0 Inversion: If 5 is the inversion that means the top 5 qualifiers are inverted... like below on right side

1.1 Normal line up positions with

1.2	NO INVERSION					Positions after the top 5 are inverted				
	9	7	5	3	1	9	7	1	3	5
	10	8	6	4	2	10	8	6	2	4

1.3 When Cars Drop out of the lineup and cannot make the green flag.. ONLY the cars in that line move up.

If a car drops out of the inside line then all cars that were behind the car that dropped out in the inside line only move forward.

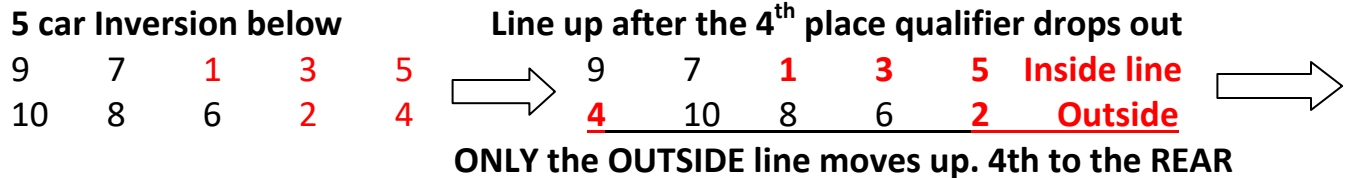
1.3 If a car drops out of the outside line... all cars that were behind that car in the outside line ONLY move forward.

1.4 If a car is unable to make the starting lineup or has been relocated because of race procedures previous wins etc. only that line of cars will move directly up. Rows **WILL NOT** Criss-Cross.

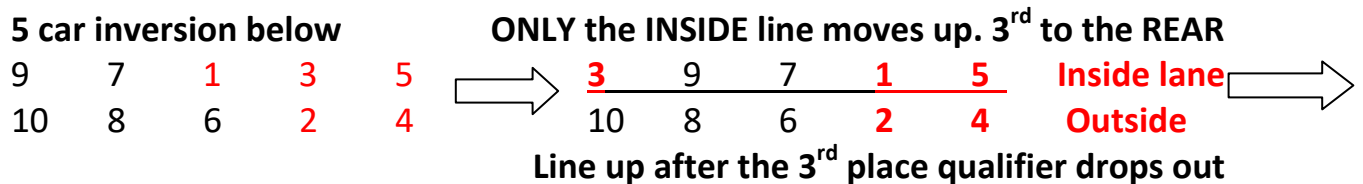
1.5 Below on the left side is a typical 5 car inversion.

If the 4th place qualifier cannot start the race you simply move that car to the rear and all other cars in that row will move forward

1.6 Line up below on right is when the 4th place qualifier drops out...As you see ONLY the OUTSIDE line moves up



1.7 Line up below on the right is when the 3rd place qualifier drops out... As you see ONLY the INSIDE line moves up



1.8 Cars should be lined up in the proper starting positions in the lower pits before they come up.

1.9 Staff to double check the line up of cars and all safety hardware while sitting in the infield to race.

1.10 READY TO ENTER THE TRACK: When directed to do so.. the inside line of cars will follow the pace car out of the infield and exit onto the back stretch (off turn 2) and proceed to the front stretch followed by the outside line of cars.

Once the inside line stops before the flagman.. If there is room the outside line of cars should pull up equal to the inside line of cars on the front stretch and stop so race control can check communications with everyone.

1.11

1.12 COMMUNICATIONS with SCORING TOWER:

Race Control will ask driver on command to wave their hand outside the drivers side roof in the air.

1.13 STARTING PACE LAPS

1.14 Once drivers are cleared on communications with the Scoring tower.

The race director will direct the pace car to pull off and the pace car will start to circle the race track with the cautions lights flashing on the pace vehicle.

Once scoring confirms that all transponders are picking up scoring tells the race director they are good to go and the race director directs the Flagman give the one to GREEN.. (This is the green flag rolled up and pointed up or at you normally). At this point **the flashing caution lights around the track are turned off.**

1.13a ONE LAP TILL GREEN At this point the PACE CAR **shuts off the caution lights** and the pace car should also speed up quickly to get away from the pack of cars so it can safely enter the pits on the back stretch while all the race cars hold their pace on the track.

As the field comes off turn 2 side by side the back stretch flagman will point the rolled up flag towards the Front stretch to signal you are going green coming off of turn 4.

1.13.1 TIME TO FLY THE GREEN FLAG Everyone should hold their Lane & Line on the start staying inline in tight formation nose to tail to the car in front of you.. NO turning up or down to squeeze the competitor besides you.. The front row of cars will start the race in the Green Start Zone... **EIRI.** Green Flag will be given if everything looks good.

1.14 PASSING on a Green Flag start is ONLY allowed after cars have crossed the start/finish line.

1.15 OFFICIAL STARTING ZONE WILL BE PAINTED GREEN ON THE OUTSIDE WALL OF THE TRACK

On All Starts and Restarts The leader of the race should start the race in the GREEN AREA off Turn 4. EIRI

***BANDOLEROS** will start picking up speed going down the back stretch into turn 3 and they will be at speed in the middle of turns 3-4 coming to the Green Flag to help create a smoother safer start to the race.

1.16 UNACCEPTABLE 1st START / JUMPING THE START / Displaying the Yellow.

The car on the inside sets the pace on the initial start. If the Front row fails to produce a good start the race director & flagman will normally wait until the back stretch to turn the caution lights on and put the Yellow Flag out for a complete restart. Everyone gets back into their original places unless a car went to the infield in which case your line will pull up. We will try another Start to the event.

1.17.1 2nd UNACCEPTABLE START: if we do not get a good start the second time and its because of the front row of cars we will swap the front row of cars with the second row of cars and try it again.

1.17.2 FIRST LAP CAUTIONS: If a caution comes out before the completion of the first lap, the cars involved will return to their original starting positions, unless a car must pit for repairs. If a car pits for repairs after a first lap accident that car must start at the REAR of the field of cars.

1.18 CARS NOT MAKING THE ORIGINAL LINE UP Any Cars not making the first 2 attempts at the start of the race may still officially enter the race by starting at the rear. Once we have completed one complete Green Flag Lap a car from the infield or pits can no longer enter the race.

1.19 OFFICIAL GREEN FLAG that starts the race: All Cars MUST take the official green flag to be scored for the race and receive monies.

2.0

2.4 STOPPING ON THE TRACK TO INTENTIONALLY CAUSE A CAUTION. If the Race Director determines that a car stopped on the track to cause a caution, that car may be issued a one (1) lap penalty and put to the rear of the field. EIRI

2.5 CAUSE OF THREE CAUTIONS: If a driver is deemed to be the **CAUSE** of three (3) cautions in a race, the race director the Race Director **MAY** choose to park that car for the remainder of the event depending on the amount of cars in the division and the threat that the car appears to be to other cars on the track.

2.6 DRIVERS BEING LAPPED THAT CAUSE A CAUTION: If a driver is about to go a lap down or is already one or more laps down, and is involved in an

accident with the race leader, the race leader will receive his position back, and the driver being lapped will restart at the rear of the field. EIRI .

- 2.7 CAUTION LAP COUNTING:** Caution laps will ONLY be counted in races of one hundred (100) laps or more for all divisions unless noted. EIRI
- 2.8 LOSING A LAP ON A CAUTION WHILE IN THE PITS:** We do not normally lose laps in the pits on a regular length weekly race because we do NOT count caution laps on races less than 100 laps.. If we are NOT counting caution laps (on races of less than 100 laps) you CANNOT lose a lap in the pits under the caution.
- 2.9 LOSING A LAP IN THE PITS:** If we are in a race counting caution laps you CAN lose a lap in the pits under caution and you will lose a lap every time the leader completes a lap at the start finish line.
- 2.10 DOUBLE FILE RESTARTS:** All restarts will be double file, **The leader can choose to start on the inside or on the outside.** The leader of the race sets the pace. However it must be a reasonable pace. If its too slow or too fast they will be asked to adjust their speed. If one of the front row starters are the issue they may be sent back a row or to the **REAR** of the field.
- 2.12 CONE RULE. Once you take the cone on the front stretch the next time around the GREEN FLAG will be Displayed and you will be racing.** When using the CONE the leader may choose to select either the inside line or the outside line to start from.

All drivers behind the leader MUST select the inside or outside line as well. Once you select your line You CANNOT change lanes or you will be sent to the rear.

Cars that were involved in the caution CANNOT choose nor take the cone. They must go to **the REAR of the LONGEST LINE OF CARS.**

- 2:13 LUCKY DOG.** A lucky dog will be awarded on each caution. The highest running car one or more laps down will be given one lap back. If the car that's eligible to receive the lucky dog is involved in the caution or pits under the caution, there will be no lucky dog. It is a good thing to receive the LUCKY DOG.

2:14 RESTART ORDER once a lap has been completed. Cars will restart the race in the following order:

- a. Lead Lap Cars
- b. Lap Down Cars
- c. Penalized Cars/Cars Causing the Caution
- d. Cars Pitting Under Caution
- e. Lucky Dog

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2:16 PROPER RETURNING TO THE TRACK. The Start / Finish line runs through the pit lane. Always enter the racing surface from the infield by coming out of the pits coming off turn 2 and stay to the inside. Never exit onto the front stretch going into turn 1. If a driver is in the pits and begins to exit the infield pits as the leader is being given the green flag that driver should wait (for safety of all drivers) and fall to the tail of the field as the field passes them off turn two immediately after receiving the green flag. If the driver blends in as the field comes by after taking the GREEN they will not lose a lap if they are in a race that is not counting caution laps. If the driver blends in anywhere other than at the rear of the field a yellow flag may be thrown and they will be put to the rear of the field where they should have blended in. EIRI

2:17 RED FLAG. A yellow Flag should always be showed to the competitors first to allow time for them to slow down and then put the RED FLAG out which means All cars must slow down and come to a complete stop.

(a) You may work on your car under a RED FLAG on pit road but NOT ON THE TRACK

(b) During a Red flag situation; a track official may advise you of potential damage or a safety issue. If the track official can use his hands to pull a body panel such as a fender off a tire he may do it. A Track official may remove a damaged part such as a lose valance that could cause a potential safety issue. NO CREW MEMBERS on the RACING SURFACE.....

(c) ONLY the TRACK official may remove the part and they do so ONLY at their discretion so this is a good reason for you to speak to these officials in a kind manner as this is up to them. If the official can remove the loose component with their hands the car/driver will remain in their running position. Otherwise they may be directed to the infield for pit crew attention to remove and then they will restart at the rear of the field.. EIRI

(d)

If there is a body part such as a valance, nose or fender that can get under the Front tires and cause an issue or you have a part barely hanging on the officials may inform you of the hazardous situation and may point you to the infield for repairs. Normally you go to the rear of the field for the restarts. EIRI

2:18 ROLLED UP BLACK FLAG. Warning that a driver may be being too aggressive toward fellow competitors.

2:19 BLACK FLAG. Pit immediately. Failing to pit and obey the black flag will cause the car to no longer be scored.

2:20 BLUE FLAG WITH YELLOW DIAGONAL STRIPE / LAY OVER FLAG. We lay over to the INSIDE of the track after making sure it is clear to do so. This flag warns a driver that he is about to be lapped by at least one or more faster cars. The driver being lapped is given the Layover flag should normally yield to the **INSIDE** of the track when given this flag asap. EIRI... Yielding to the inside and slightly slowing up to get down out of the racing groove and let the faster cars by safely on the outside. If you cannot get to the inside of the track simply hold your groove/line until the leaders have all passed.

SINGLE FILE STARTS

2:21 If a caution is displayed within the last 5 laps of an event ALL starts after that will be **SINGLE FILE restarts**. This will be in ALL divisions. Crown Vics and other divisions may start the entire race double file.

2:22 WHITE FLAG LAP. The white flag Indicates only one lap is left in the race. If the caution flag is waved on the White Flag lap the caution lights will come on and all cars are to slow to a safe speed. **“DO NOT RACE TO THE CHECKERED FLAG”** as you will have two (2) attempts at a Green, White, Checkered finish.

ALL cars involved in causing the caution will be sent to the rear of the lead lap cars and the rest will be lined up in single file by scoring. EIRI

2:23 GREEN, WHITE CHECKERED FINISHES: If two (2) attempts at a Green, White, Checkered finish fail... the final finishing order will revert to the previous lap's order (the order when the original caution was displayed to create the Green, White, Checkered Finish) providing the cars sent to the rear did not cause the cautions Green/White/Checkered restarts. EIRI If a car (that was involved in the original caution to create the Green/White/Checkered) that was sent to the rear caused another caution they will; be scored at the rear of the field.

2.24 If one driver is determined to be at wreckless fault the wreck they may be sent to the infield with a last place finish or may be sent to rear of the field for the restart . EIRI

2.25 CHECKERED FLAG. The race has officially ended. All cars must pass under the checkered flag to be scored as having completed the last lap.

2.26 COOL DOWN LAP Procedures for top 3 finishers: After taking the checkered flag going into turn one on the cool down lap the cars in the **TOP 3 POSITIONS** should go single file to the **BOTTOM groove of the track going into turn one, slow down and stay in the bottom groove....** The **RACE WINNER will STOP** at the Track Official at the entrance to turn 3 to receive the checkered flag.. as the 2nd and 3rd place cars will turn left as directed to the infield pit area and to tech. "Unless directed to the start finish line for interviews"...

2.27 COOL DOWN LAP Procedures for 4th place finisher through the field.. After taking the checkered flag 4th place thru the field will go single file into turn one in the **TOP groove of the track** and continue on around slowly to the front stretch and may swing to the bottom of the track off turn 4 to prepare to turn right in order to EXIT the front stretch to the lower pit area. EIRI

2.28 "Exception Big Dawgs" all Big Dawg cars will slow after taking the checkered flag and stop on the back stretch before the opening to wait for the winner to be declared. Please stay single file. The winner of the race will be the first car/driver that did not break out on the final 2 laps of the race. EIRI.

Once the big dawg winner is declared the 2nd and 3rd place cars will drop to the bottom and go to the infield for tech while 4th place on will continue around the track in the high groove and exit turn 4 and then go to the bottom groove of the track to make it easier to EXIT RIGHT to the lower pits at the end of the front stretch.

- 2.29 DICE ROLLS** for all Feature Events will be determined by the qualifying order after the Roll of the dice for inversion. The dice will have a 2,3,4,5, and two 6's on it. Normally whatever number is facing up is the inversion amount.
- 2.30 LARGER RACE INVERSIONS:** On larger races we might have a special inversion or a sponsor that says the invert will be 3 times the dice roll.. If you roll a 5 then the inversion is 15.

BIG DAWGS BREAKOUT DIVISION

- 3.1 Break out Penalty Flag Racing.** The **BIG DAWGS** break out single lap time is normally **16:70** but that may change each race.

To help create more competition and more winners **the BREAKOUT LAP TIME MAY VARY week to week** as well as the direction we race. Drivers will be notified in the drivers meeting if the breakout time will change for that night.

These break out divisions are designed for having **FUN** so if **your SERIOUS** about only turning left with no breakout rule then you are in the **WRONG division** and you should **choose another division to race in.**

What is a breakout time? A predetermined individual lap time will be set by track officials and the cars cannot run faster than that lap. For instance If it is 16:70 that means if you run a 16:69 lap or faster you will be given the black flag with an X in the middle of it... When given this flag you have the rest of that lap to ease out of the throttle and let the next position completely pass you before you can go back racing again.

This rule is in place to make it more affordable to be competitive.

BREAK OUT TIMES...

- 3.2 HOW THE BREAK OUT WORKS...** Any car on the track is subject to being clocked and penalized. The cars in positions #1 & #2 will be clocked the most and will be the most likely to be penalized. If the lead car/ cars are running faster than the breakout time the Flagman will show the **BLACK FLAG with a Big White X to the driver or drivers...** If you are shown this flag you must slow down entering **TURN ONE (1)** and let the car in the next position completely pass your car before you go back racing. The X Flag will not come out unless the lead car breaks out. We will not present the X Flag UNLESS the LEADER BREAKS out.
- 3.3** Once a driver receives the BLACK flag with the X they will have the rest of that lap to let the car in the position behind them pass them for position. If the lead two cars are given the X flag both of them should slow enough entering turns one and two to allow the third place car to pass them and assume the lead etc...
- 3.4 Ignoring the Black Flag with the X or failing to yield may be black flagged to the infield to serve a stop and go penalty or more.** Purposely ignoring the race procedures of this division including the flag procedures during the race may result in the race being stopped and the offending driver being disqualified and possibly escorted off the property by security and face additional penalties and fines before returning to race..EIRI
- 3.5 Seeing Who's THE WINNER** After the Checkered Flag is given all cars MUST come to a stop on the back stretch coming off turn two (turn 2) before the opening until scoring can check the transponder times and see who actually won the race...
- 3.6 THE WINNER: The winner will be the first car/driver that did not break out on the final 2 laps of the race. EIRI.**
- 3.7 BLOCKING THE RACING SURFACE:** Refusing to move your car on the speedway as you are instructed may result in disqualification and lose all monies, points, suspension and fine.

3.8 The breakout divisions could be the Future of the FWD divisions across America. We should all embrace any change that helps make it easier for new participants to enter the sport of auto racing so we can see our sport grow and prosper.

3.9 **BREAKING OUT....You may be penalized on ANY LAP of the race for running faster than a 16:70 lap time or the designated lap time given for that event.**

In the Big Dawgs we mainly focus on giving the X flag to the top 2 cars however any car may be given the X Flag on any lap up until 2 laps from the end. The breakout lap times apply to all laps however during the final two laps the flagman will NOT show the X Flag. Scoring will be contacted after the final two laps to see who was the official winner.

4.0 **TRANSPONDERS are just a tool for us to use.. to help record and score an event. Because of poor internet service in our area we CANNOT guarantee what My Race Pass or Race monitor posts is correct information.**

Remember Transponders are a tool and they work great but they can fail and again what. We go by what our computers say not what is posted on My Race Pass & Race Monitor post. Many times what is posted may not be what the Transponders transmit to our computers.

Transponders are an electronic way of scoring and clocking every lap you make to make scoring a race more accurate. Because of different wheel bases the final lap will be judged by which car reaches the start finish line first.

We will rent transponders for \$25 per night (must leave your Driver's License when you rent a transponder and you will be responsible for damages to the transponder).

4.1 **Transponder Equals Points. Two drivers cannot use the same transponder.**

If a driver different than the registered cars driver is driving a car the only way the driver will get the points is if the driver has paid his or her Monitoring fee at the gate for today's racing) transponder on the car and

has notified the pit gate attendant in Writing at the pit gate of the driver change for each race the day of the race. **A driver cannot get points for a running car unless they actually take the green flag for the initial start of the feature race in the car.**

4.2 DIRECTION OF THE BIG DAWGS Race. **The direction that the race will run will be decided by the management before the feature event starts. Heat Races and Feature races may be run in either direction (clockwise or counter clockwise) on the track with no notice to the driver or crew until the cars are ready to take the green flag. You may run a specific number of laps in one direction and then the balance of the race in the opposite direction.**

4.3 Previous Race Winner: Can start no better than one position behind the inversion number.

4.4 If the Previous Race Winner Skips the next race after they win a feature race then the next race they compete in they will be considered as a **PREVIOUS WINNER** and they will start behind the true previous race winner for the feature if both previous winners finish high enough to be in the redraw for the feature. EIRI

4.5 DOMINATING a division. If a driver or car is dominating they may be required to add weight, start in the rear of the field or the race director may choose some other method to equalize the competition.

4.6 EIRI = Except in Rare instances.

THE BIG DAWGS IS WHERE MANY DRIVERS GET THEIR START: Any driver can compete in this division however you must understand this is a Novice entry level class and that mistakes will be made. If you are an experienced driver and you want to race with the break out division you will be placed on probation if any incident evolves around you or your intolerance for rookie driving or mistakes made by rookies

4.7 TEAM RACING / BLOCKING: **No team racing or team blocking allowed. If you have family & team cars this will be watched closely and if it is determined this is going on to benefit a team car.... you will be blacked flagged for a stop and go penalty. If it happens again you will be disqualified from the event and lose all points and may receive additional penalties.**

EIRI = Except in Rare instances.