



RULE BOOK DISCLAIMER

The policies and procedures set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury to or death of a participant, spectator, or official. The race director or his representatives shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation of or deviation from these rules is left to the discretion of the officials.

A. CONDITIONS

1. Rule changes or interpretation of rules is at the discretion of DRP officials and appointed representatives. No alcoholic beverages or controlled substances are to be consumed before or during races by anyone entering the pit area.
2. Drivers under 18 must meet DRP approval and may require a minor participant form notarized and signed by a legal guardian.
3. DRP officials reserve the right to reject or allow the entry of any driver or car.
4. Punishment for deviating from the rules is at the discretion of series officials, but may include docking of points, docking of laps, docking starting positions, docking of prize money, being placed at the back of the field, loading your car for the night, suspension and more.
5. The decision of series officials is final.
6. DRP officials reserve the right to deduct from your prize money any fees owed to the series for Raceceiver, Transponder or other safety systems, etc.
7. Any competitors or any other person entering the tower in a state of disapproval will be removed from the property. Please do not distract the tower workers. If you need assistance, find a DRP or track official.

B. DRIVER/CREW MEMBER CONDUCT

1. The driver assumes responsibility for the actions of his or her pit crew. Drivers may be issued penalties for pit crew misconduct. Such penalties, if applied, may extend to the car as well as the driver.
2. Unsportsmanlike driving, rough driving, or unnecessary bumping is prohibited and may result in removal from a race. Flagrant and/or repeated unsportsmanlike conduct on the track or in the pits may result in suspension. This suspension may span the winter hiatus and be completed in the following season.
3. Unsportsmanlike, violent, or abusive behavior use of improper language toward officials, competitors, and/or fans is prohibited and subject to suspension or exclusion.
4. Fighting in the pits at any time is PROHIBITED and subject to suspension or exclusion!

5. General misconduct in the pit area may result in penalties.

C. RACING PROCEDURE

1. At no time shall any non-competing member, crew member, owner or other person associated with a race car be permitted on the racing surface following the start of a race and prior to the final lap without the express permission of a DRP OR TRACK official. Violation will result in the car being placed at the rear of the field and a one-lap penalty assessed. This rule is in place for your crew members' safety. EXCEPTION: During a red flag or major caution period, one crew member may be allowed on the track at the discretion of DRP officials.

2. Driver and car changes are permitted only prior to the start of a race, defined as when the field takes the starting grid on the front stretch (no changes during or after pre-race warmup laps). After that point, no change of drivers is permitted. **Driver changes may occur only if both the driver and the car have qualified for the event.** Points earned will be awarded to the driver. If a driver wishes to change cars prior to the event start, scoring officials in the pit tower must be notified of the change prior to the start of the race. If this does not occur, the car may not be scored. The driver who switches cars must start last in all events for the night. .

3. All repairs or adjustments to cars must be made in the pits. This includes portions of the race run under yellow or red flag conditions. Violation will result in the car being placed at the rear of the field and a one-lap penalty assessed.

4. Any driver who does not obey the flag rules and/or lights will be subject to disqualification. Black Flag - Pull into pits for consultation White Flag - One lap remaining before green/checkered flag Checkered Flag - End of race Green Flag - Start of race Yellow Flag - Caution, go slow and hold position Red Flag - Danger, race stopped Move over Signal – Leader(s) are closing

5. Under a yellow flag a car will be placed at the rear of the field if: a. The driver exits the car b. A restart is delayed by a driver or crew member c. The car leaves the racing surface d. The car or cars were involved in the cause of the yellow flag's display

6. Under red flag condition, a car will be placed at the rear of the field if:

a. A crew member enters the racing surface without permission from officials (also assessed a one-lap penalty),

b. The driver exits the car without official's permission, or

c. If a restart is delayed by a driver failing to take his position in the car.

7. If a driver refuses the official's order to take a certain position on the track (i.e. go to the back of the field), resulting in a delay of the race, he/she will be black flagged and/or disqualified.

8. When both the yellow and checker flags are displayed simultaneously, drivers should be alert for track problems but race to the finish line. In this scenario, scoring will NOT revert back to the completion of the previous lap. The yellow/checker will not be displayed when cars will have to drive through a wreck.

9. When the black flag has been displayed to a racecar, scoring of the car shown the flag will stop until the car returns to the track from the pits after the required consultation.

10. The official "start" of a race is when the field takes the green flag at the start-finish line. When determining the official start, one lap DOES NOT have to be completed. A race may be started but be under caution with no laps complete. However, scoring for position does not begin until one green flag lap has been complete. No driver changes are permitted after a race has officially started.

11. Spinner/Spinnee – If car A makes contact with car B and car B spins out resulting in a caution, both cars will go to the rear of the field. Exception: 'Tap-out Rule' – If a driver involved in the incident takes blame for causing the caution/spin, the other driver will be given his spot back, and only that driver will be sent to the rear. All decisions by race officials are final. . If you feel you were the cause of the yellow and the only one who should be sent to the back either:

a) Stop in-front of flagman and tap roof.

b) Have spotter find a DRP Official and claim responsibility.

c) Action must be completed within two (2) laps of officials ruling of which cars were involved.

12. DIVISON SPONSOR STICKERS MUST BE ON CAR. If stickers are not in place before all racing events, you will not be eligible to receive point fund money.

13. Starts/Restarts- In the event of either front row cars jumping a start or restart, one warning will be given and it if happens again, that will be sent to the rear of the field.

Section 14. DRP Super Late Models use the cone for Features unless there is 5 laps or less showing on the scoreboard.

a. When cone is out drivers choose high or low. **MUST STAY IN LANE**

b. Drivers involved in cause of yellow or lapped cars are not eligible to participate in cone. Must fall in at end of the longest line. If a driver does not fall in at the end of the longest line, the driver will be warned on radio before taking the green. If driver still does not fall back that driver will be put to the end of the longest line at the next yellow or the end of the race.

c. Front row is Race Leader Only

d. If caution comes out before 1 lap is completed after taking the cone. The lineup is based on lineup that came to green.

aa) i.e.: A driver was 7th before cone, took high side and came to green outside row 2. That driver is now 3rd in the lineup.

bb) We will get field single file in new order and retake the cone with cars involved dropping to the rear not eligible for cone. Cars that were not eligible in the cone the previous time are now ok to pick his/her lane if he/she was not involved in the caution.

15. QUALIFYING

a. Qualify in numeric order by number drawn at Driver's Meeting. DRP officials will decide before the draw if the field is going up or down from the drawn number.

a) If a car is out of order for qualifying, that car will be deducted 1 lap from qualifying.

b) If there is a problem determined to be of track error. That driver will get the choice to keep any laps in qualifying he has been given OR scratch current times and re-qualify at the end of the lineup.

b. 2-3 Laps of qualifying will be given for each event based on track length. Best lap is recorded time.

c. If qualifying is rained out DRP Points will be used to determine the lineup. If first race of the season the previous year's points will be used.

16. Race Lineup Procedure

a. Main Event

a) Fastest qualifiers will transfer into the main event on time

1. Number of drivers selected from qualifying may vary based on track length/car count.

2. DRP officials reserve the right to adjust size of feature field based on track length/car count.

17. Lucky Dog "Free Pass: Rule

The top running eligible lapped car at each caution will receive the "Lucky Dog Free Pass". A car is NOT eligible to receive the "Lucky Dog Free Pass" when, in judgment of the officials, 1) The car caused the caution 2) The car was in the pit area when the caution came out or 3) The car has been penalized with a discretionary call. In the case of a discretionary penalty, it will be made known to the competitor, at the time the discretionary penalty is imposed, that the car will not be eligible to receive the "Lucky Dog Free Pass" to make up the penalized lap(s). Transferring the "Lucky Dog Free Pass" will only occur when the first eligible car becomes ineligible to receive the "Lucky Dog Free Pass" because of a discretionary penalty, because the car pitted under the caution or because the first eligible car is not in competition at the time the yellow flag is displayed. Then the "Lucky Dog Free Pass" will be transferred to the next eligible car. "Lucky Dog Free Pass" eligible car will NOT be "Cone" eligible on the first restart after being placed back on the lead lap & must line up at the tail end of the lead lap cars longest line, all lapped cars will drop to the tail of the field before the "Cone" comes out for lane choice. Lapped cars are NOT "Cone Eligible" & will stay behind lead lap cars until the race restarts. There will NOT be a "Lucky Dog Free Pass" on a "false start".

FLAG RULES

A. GREEN FLAG

1. At the one lap to go signal, all cars are to close up, hold their position and speed. No "scrubbing of tires", weaving, or other car movement is allowed.

2. At the discretion of the Race Director, any cars bumping, shoving, or holding up starting procedures will be given the "consultation" (black) flag and sent to the pits to speak with an official.

3. On the original start of the race, no passing is allowed until the lead car has crossed the start/finish line (or start line when used) under green. This is to avoid first lap accidents.

4. Any car passing or "jumping" position on any start shall be penalized two positions for every one position gained. The penalty shall be assessed at the next opportunity or end of the race. The driver may "give back" the position(s) before one lap is completed without penalty.

5. In most cases, one-half the starting field must complete a full lap for the race to be officially underway.
6. On restarts, the lead car remains out front while all others line up double file behind the leader. Racing and passing may begin when the green flag/lights are displayed. The cars making up the second row may not break the plane of the lead car's rear bumper or they will be penalized for jumping the start.
7. When the orange traffic cone is placed at the start/ finish line, all cars behind the leader must choose the high (outside) or low (inside) lane for their restart. Drivers must select a lane upon reaching the cone must stay in that lane until the green flag is displayed. Cars may gain positions by selecting the shortest lane. Cars changing lanes after the cone will be given the consultation flag to report to the pits. They may rejoin the field at the tail end of the longest line.
8. Leaders have the option of either lane. All others must remain behind the leader until the green is displayed. Passing is permitted after the green is displayed.
9. With five laps or less remaining in feature events, officials may implement single file restarts at their discretion, cars not up to racing speed or laps down will be sent to the tail end of the longest line on all restarts.
10. Cars several laps down, damaged, or in the way may be given the consultation flag and sent to the pits.
11. Cars returning to the racing surface from the pits shall rejoin the rear of the field at the direction of the ramp official.

B. YELLOW FLAG "CAUTION"

1. The yellow flag signifies a potential hazard on the race track and requires drivers to **slow** their vehicle as soon as possible.
2. Drivers do not race back to the yellow; they must maintain their position and slow to a cautious pace. All drivers shall close up to the leader in a **single line** and await further instructions. Drivers shall follow the path taken by the lead car to avoid debris, liquid or other obstructions on the racing surface.
3. The racing lineup shall revert to the last completed lap as determined by scoring officials. The scoring officials have complete discretion to determine the positions of cars at the time and to reposition cars in accordance with their determination. Their word is final. If you dispute your position, pull to the inside of the car where you think you belong. Scoring will confirm your position, and a track official will direct you to your starting spot. Failure to quickly take your position quickly will lead to a consultation flag, a trip to the pits, and rejoining the field at the tail of the longest line.
4. Yellow flag laps do not count unless specified in entry form or at drivers meeting.
5. The car or cars deemed as the cause of the caution will be restarted, if able, at the tail end of the longest line. Fault shall be a judgment call and the officials' decision is final. Fault may be described as, but not limited to; instigating the action, result of the action, or part of either.
6. If officials are unable to determine which car or cars were the cause of the caution, then all cars involved in the incident may be sent to the rear, or all cars will be returned to their position as of the last completed lap.
7. If a yellow flag is displayed for objects on the racing surface, spinouts, crashes, or other disruption to the lineup caused by liquid or other circumstances beyond anyone's control, then a "no-fault" caution shall be in effect and all cars able to continue will revert back to their position as of the last green flag lap.
8. Cars may not stop on the racing surface during a caution period. Cars needing repairs must enter the pits and have work completed there. Drivers may not stop in the infield and work on their car. All cars entering the pits shall rejoin the field at the tail end of the longest line.
9. Any car receiving assistance not directed by the Race Director, from any official, crewmember, or employee, on the racing surface or infield will be immediately disqualified. No service or repair may begin until the car has entered the pit area.
10. No one may enter the racing surface to perform repairs on any racing vehicle under the yellow or red flag. Cars receiving such service shall be immediately disqualified from the event.
11. Any car or cars that spin out by themselves or by minor or incidental contact stop on or near the racing surface must attempt to restart immediately and continue to race. The yellow flag will not be displayed if there is no apparent damage or the car is not positioned in an extremely hazardous position for one full lap. The car shall then rejoin the field at the tail end of the longest line.
12. Cars that cause a caution by themselves more than twice in the same race will be sent to the pits for the remainder of that race.
14. A "Gentleman's/Tap Out" rule will be used *on a trial basis*. If a driver feels they are solely at fault for an incident, they may pull to the bottom of the start/finish line and tap their roof, at that time only that driver will be sent to the tail of the longest line with all others deemed involved awarded their prior position.

C. RED FLAG 'RACE STOPPED'

1. When the red flag is displayed the driver shall get control of the racecar, reduce speed immediately and stop as directed by the race director or on-track official. Cars failing to stop will be given the consultation flag and sent to the pits. A minimum of a one-lap penalty shall be given.
2. If yellow flags laps were counted, then no work may be performed on any vehicle in that event while in pit area unless directed to do so by the race director. Penalties will range from one lap to disqualification from the event.
3. Once all cars have stopped, no cars will be allowed to move from the racing surface without permission. No cars may enter the racing surface from the pits until the red flag period ends. A one-lap penalty shall be given to the car(s) that fail to comply.
4. Drivers shall remain in their cars unless directed by an official to exit. The driver, crew, officials, or anyone else may NOT make repairs, adjustments, or alterations during this time. EIRI Rule in effect. A minimum of one lap penalty shall be given to offenders.
5. All drivers must be ready to restart at the command of the starter. Lineup will revert to last completed lap for those able to continue that did not enter the pits. Any driver not ready to restart will be given the consultation flag and report to the pit official.

D. MOVE-OVER FLAG (BLUE WITH DIAGONAL YELLOW STRIPE)

1. The blue flag with a diagonal yellow stripe signifies that faster traffic (leaders) are overtaking cars being signaled and that cars being given this flag should be prepared to yield or "Move over" to faster traffic.
2. Any car deliberately ignoring the starter's signal or attempts to hold up or block the leader's advance shall receive the black flag and report to the consultation official in the pit area.

E. BLACK FLAG (CONSULTATION)

1. The black flag means "go to pits immediately" and report to the official at the exit ramp. This does not mean disqualification; however failure to heed the black flag will result in disqualification, suspension or fine.
2. After receiving the black flag, scoring on that car will cease until a pit stop is made and the driver reports to the official and is released. Driving to the infield after receiving a black flag does not satisfy the black flag requirement. You MUST report to the pits.
4. Any car with the hood, trunk or any loose parts which causes a hazard to other cars will receive the black flag.
5. Any car emitting excessive smoke will be black flagged.
7. Display of Black and Red flags together signifies the end of practice.

G. WHITE FLAG

1. When the white flag is displayed, it means the leader has started their last lap.
2. The checkered flag will always follow the white flag.

H. CHECKERED FLAG

1. When the checkered flag is displayed it means the leader has completed the required distance and the race is over.
2. When the checkered flag is given to the leader, the rest of the field receives it on the same lap. Finishing positions will be paid according to the most laps traveled in the least amount of time, regardless of whether the car is running or not at the finish.
3. The driver receiving the checkered flag first must bring their car to the start line or area designated by the official in charge. The driver and car must remain there until released by the official. Failure to do so may result in a fine or disqualification.
4. If the lead car is intentionally spun by any car on the white flag lap, the official winner will be the car that was offended and the offender will be scored in last place.

J. MISCELLANEOUS

1. Once you enter the racing surface for an event you are expected to be ready to race. If you enter the pits you must join the field at the rear.
2. All flags will be final. However, in extreme cases the starter may inadvertently display the wrong flag by mistake. It is the Race Director's decision to rescind the flag and revert back to the last completed green lap or carry on as if the flag were not displayed.
3. Do not stop on the track unless directed by officials or you are reporting a hazard or dangerous condition. Once directed to your starting spot, go there immediately.

4. These rules are amended when necessary and any bulletins take precedence.

K. BLOCKING

1. Intentional blocking will not be tolerated. If the Race Director suspects you are purposely holding up the progress of other cars, you will be signaled to pick a lane (high or low) repeated acts of blocking will result in the Black flag.

EFFECTIVE IMMEDIATLY

PROCEDURAL RULES

It is the goal of Dells Raceway Park management to maintain the safest possible racing conditions for all drivers, fans & track personnel. Only safety crews and wrecker crews are permitted on the track in the event of an accident. Pit crew members are not permitted on the track. Drivers are required to stay in their car in the event of an on-track incident. If a driver, for whatever reason, exits a car on the track during a caution period, the race will automatically be placed under a red flag and all cars will come to a complete stop. A driver may exit a car if requested by a safety crew member or if safety warrants in cases such as a fire or if car is upside down. Drivers that exit a car without permission, for whatever reason, are subject to fine and/or suspension at the discretion of track management. Drivers are also encouraged to drop the window nets after an accident as a sign to approaching safety crew members that they are ok, especially in a multicar situation to alert approaching safety crew members which drivers are in need of urgent attention.

GENTLEMANS AGREEMENT REVISION:

Any driver wishing to "Tap Out" and give another driver his or her spot back after an on track incident may only do so on the front straightaway under the flag stand by pulling down on the checkered flag area & signaling a Tap on roof of car, Tap on their own helmet or the door, once acknowledged by the flagman, driver will be signaled to move on by the flagman & return to the end of the longest line for the restart & said driver is also cone ineligible on the restart. In some cases driver may also be disqualified by being black flagged if Track Officials view the prior contact as actions detrimental to stock car racing code of conduct.