



Tire, Qualifying and Race Procedures

Tire Procedures:

Twelve (12) tires will be allotted for use during the race. Besides the tires on the car at the start of the race, teams may only use eight (8) more tires under yellow or red flag conditions during the feature event without penalty or approval. Tires changed under green flag conditions do not count against the total available for use in the event. All tires for scheduled use during the feature must be purchased at the event from the designated dealer and be placed in impound Saturday night. You will be allowed to have four extra tires behind your pit for emergencies if approved, but they must have been purchased and marked during the race weekend or have been used in a previous series event. Emergency spares do not have to stay in impound. You must start the race on the tires on which you qualified. Teams **MUST** qualify on sticker tires purchased and impounded on 400 weekend to be eligible to start in the top 20 and receive qualifying awards.

Teams may change a flat tire during the race without counting against their total, but the flat tire must be inspected **before** being touched by a crewmember and the team must have approval from officials **before** changing it. Once the race starts, teams that start the race with at least eight tires in their pits may not get tires from another team unless they are for approved flats. Officials will inspect and inventory the tires you have in your pits before and after the race, as well as track your usage during the race. We will not tolerate any attempts to circumvent these rules. Any violations in tire procedures will result in a 2-lap penalty per tire.

On Saturday teams may take out practice sets and/or the 1st race set in the first practice session. Teams must return that set prior to the 2nd practice session to pick up the 2nd race set to scuff in the last Saturday practice session. That 2nd set must be returned before the qualifying set can be released after the last practice session. Qualifying tires must be returned to impound immediately following qualifying. All 12 tires to be used per the rules must be in impound Saturday night.

Qualifying Procedures:

Qualifying must be done on stickers to start in the top 20. Qualifying procedure will consist of one complete warm up lap and two consecutive laps for qualifying. Once you take the green flag that is your only attempt to qualify. A blind draw (completed before practice begins) will determine qualifying order. If you do not qualify in your proper drawn position, you may not start in the top 15 and will only receive one warm up lap and one qualifying lap and will not receive awards/points for your qualifying effort. Fast Qualifier will have the choice to start inside or outside of front row.

Starting Field: 1-24 from qualifying, 25-28 from CRA Points, 29-32 Last Chance Race. If promoter elects to start all cars, without additional starters, qualifying will determine the entire starting line-up. If all cars will start, but additional starters are needed to do that, the full pay starting field will be the fastest 28 qualifiers, and the next 4 in CRA points, and the remaining will be additional starters at \$625 to start (Line-up will be based off of qualifying results). Pit stalls will be chosen in order of the starting line-up and will take place at the tech trailer 15 minutes after qualifying concludes. **Teams not present for pit stall selection will be assigned a stall at the discretion of the official in charge.**

Controlled Cautions

This event will use Controlled Cautions. When a team pits under a Controlled Caution they will not lose a lap as long as they return to the track in the designated 2-Lap grace period. That 2-lap grace period is only the first two laps that pit road is open after the cars have been brought to pit road. After the grace period, cars will lose positions and laps. Any car that pits and does not return to the track prior to the field receiving the "one to go" signal must restart at the tail of all cars. When pitting under a Controlled Caution, the cars that pit will return to the track in the same order they entered the pits, relative to the other cars that pitted, and will line up behind the cars that did not pit, as long as they return to the track within the stated 2 lap window. Any car that returns to the track **AFTER** that 2-lap window will not get their position back, will begin losing laps and must fall to the tail. The pits will be open a minimum of 2 laps under each caution unless declared a Quickie Yellow. A Quickie Yellow will be used for all caution periods within 15 laps of the last Controlled Caution. A Competition Caution will be thrown at the end of any run of 75 consecutive green flag laps (except in the last 25 laps). There will be **NO** Competition Caution thrown after lap 375. For the purposes of this event, "completed laps" are defined as those achieved on the race track as well as those earned through these procedures.

Winchester 400 Race Procedures:

1. **Initial Start and Re-Starts:** The green flag will be displayed when the leader hits the start line coming off of turn 4 on the initial start and on all re-starts. Cars must stay in their lane until the finish line. No jumping a start or passing before the start finish line. If a green flag lap is not completed, there will be a total restart with all cars back in their original starting position except for any cars that are penalized or cars that pit. *Fast Qualifier will have the choice to start inside or outside of front row on the initial start.*
2. **Yellow Flag:** There will be no racing back to the caution. When the yellow flag is displayed all cars must slow to a caution pace and bunch up as quickly as safety allows so safety crews can work on track. All cars must **get single file and stay single file**. The race is 400 laps counting yellows. If a yellow or red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart. The event is completed after three green, white, checker restarts.
3. **Cars Involved in the Caution:** Cars involved in bringing out the caution will go to the tail of the field. Only the initial cars involved in the caution will be required to go to the tail. Cars that spin or stop may get their spots back if they are able to continue and do not go to the pits. The race director exclusively will determine responsibility for the caution and any cars penalized by moving them to the tail. Rough driving can result in penalties including being sent to the tail of the field or possible disqualification from the event. Cars stopping on the track to create their own caution will receive a two-lap penalty.
4. **Pitting Procedure:** You must stay single file behind the pace car during the cautions unless you are coming to the pits. You may pull to the inside to pit only after **you and the pace car** pass the finish line. Again...do not pull down until you have reached the finish line behind the pace car. A maximum of two (2) tires may be changed per caution period. If more than two tires are changed, a 2-lap penalty will be charged per tire. Only traditional tools and procedures may be used during a pit stop. Controlled Cautions, as described on the previous page, will be used for this event.

Pit Road Safety: Crewmembers cannot go to their car until it is completely stopped in their pits!
5. **Pit Road Speed:** The pit road speed limit is 30mph, if a car goes over the limit, they will be black flagged for a stop and go penalty. Pit road speeds will be enforced with radar guns. Cars may not pass the pace car at anytime (unless directed to do so by the race director).
6. **Red Flag:** All cars must stop as quickly and safely as possible when the red flag is displayed. Cars may go to the pits for crews to work on them, only **after** the officials have given them permission to do so. Cars pitting under red must re-start at the tail of the field.
7. **Black Flag:** Cars that receive the black flag must go to pit road immediately. If you do not go to pit road, your scoring will stop until the situation is rectified. Check with your spotter for guidance from race control.
8. **Restart Line-Up:** Restart Line-up will revert back to the last completed lap with any penalized cars or cars that pit going to the tail. Lead lap cars will be placed in front of lapped cars under yellow. Restarts will always take place at the white line coming off of turn 4. The restarts will be double file with lead lap cars in front of lapped cars in the order the cars were running on the track. Cars will double up as they reach the finish line when given the **one to go signal** in the order they are running. Leader gets choice of inside or outside, everyone from third on back lines up how they are running. **Other than the first two cars, cars in the odd number restart positions will always restart on the inside.** The leader should begin steadily increasing his speed toward the end of the backstretch, and continue increasing speed through the start line. Leader's car should hit the start line first when coming to green. No slowing, weaving, brake checking or decrease in acceleration once the pace car leaves the field. If a green flag lap is not completed before a yellow comes out all cars should go back to their prior position except for any cars that are penalized or cars that pit.
9. **Wave Around:** At the end of any caution period, any cars that are at the tail of the lead lap, behind the pace car but in front of the race leader will be "Waved Around" to pass the pace car and return to the tail of the lead lap cars, thus ensuring that the leader of the race will always start the race at the head of the field. **Cars using the "Wave Around" cannot pit during that caution period.**
10. **Lucky Dog:** At the time the caution comes out, the first car behind the leader 1 lap down will be deemed to be the Lucky Dog (as long as they are not the cause of the yellow). The Lucky Dog will stay in their position throughout the caution period (Lucky Dog may pit if they elect to), until directed to pass the pace car or drop to the tail of the field and have your lap added manually. **Lucky Dog must always restart on the tail of the field.** No Lucky Dog will be awarded in the last 10 laps of the race.
11. **Slow Cars:** Slow cars must stay on the bottom in the presence of lead lap cars during the race. Lapped cars that create problems for lead lap cars may be penalized. Lapped cars should let the leaders go by on the outside and then resume racing. **Lapped cars that are repeatedly passed on the inside during the race may be penalized.** Cars fighting to stay on the lead lap are not forced to yield to the leaders until they have been passed by the leader.
12. **Last 5 Laps:** The last five laps must be green, but do not have to be consecutive. Scoring will freeze in the last five laps if necessary to make sure the last five laps are green. Teams will not lose any laps in the pits under yellow in the last five laps.
13. **Two Scoring Systems:** Transponders will be used for scoring. Teams must return the transponder to a scoring official before leaving pit road...There is a **\$400 PENALTY** for failure to turn in your operable transponder. There are also 3 scorers in the tower line scoring the race.
14. **Spotters:** Spotters are required to be in the designated spotters stand during racing activities. Only one spotter per team is allowed in the spotter stand, no guest. Spotters must have the ability to listen to race control via a standard electronic scanner at all times during the event. **The frequency is 467.7875.** Drivers should keep your spotters patient and polite; spotters keep your drivers the same. Tower will be monitoring spotters during the race.
15. **Post-Race:** The top five finishers must go to the front-stretch immediately following the completion of the race. Crews may touch the cars only how and when they are directed to by series officials.

(Please Note: Race officials have the right to alter the rules or procedures at their discretion for cause or to ensure fair competition.)