

2018 Port Royal Speedway General Rules/Procedures

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Red text indicates additions or changes for 2018

Disclaimer:

The rules and/or regulations 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 our 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 or death to a participant, spectator or official.

The race director 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 express or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

In the case of drivers who have been injured away from Port Royal Speedway, or who have been hospitalized for treatment and/or undergone surgery, or have been fitted with a cast, brace or prosthesis, or who suffer from a chronic or progressive debilitating illness, Port Royal Speedway reserves the right to require the driver to present certification from the treating physician, stating that the participation as a driver will not exacerbate any medical condition or complicate the process of normal healing. Port Royal Speedway further reserves the right to require such certification in the case of pregnant women wishing to participate in racing activities. Any female that is racing at Port Royal Speedway that is pregnant must notify speedway officials prior to racing.

In any such case, Port Royal Speedway reserves the right to decline the entry of any individual whose participation might endanger their health or safety, or the health or safety of other drivers, crewmen, participants, officials or spectators.

Any event sanctioned by an outside organization will be conducted under that sanctioning body rules.

All rules enforced by Officials, Management and Security must be adhered to while on Port Royal Speedway property.

Port Royal Speedway and /or track officials reserve the right to reject any car or driver without cause or recourse.

Everyone who enters the pit area, or participates in competition promoted by Port Royal Speedway does acknowledge, represent and warrant that he/she has read, understands and agrees to abide by the rules in their entirety. Permission to participate or enter grounds shall constitute acceptance of same.

Port Royal Speedway is a private business open to the public when admission fee is rendered. You are expected to act in the manner prescribed by the Port Royal Speedway and in accordance to all laws that govern the commonwealth of Pennsylvania.

When entering into an event, he/she is not deemed a Port Royal Speedway employee, but is recognized as an independent contractor who will take all responsibility for taxes payable on any prize moneys or point fund moneys that he/she might have received as a result of his/her participation in any speedway event. All prize money earned will be credited to the driver, unless the speedway paymaster is notified in writing otherwise. Tax form must be submitted to paymaster before prize money can be received.

In consideration of entering into any of the scheduled events, car owner, driver, pit people or agents, agree to permit Port Royal Speedway to use their names, photos and photos of their race cars for advertising and publicity before and after any event, and to relinquish all rights to any photos or sell the same.

In consideration of entering the pit area, a fee will be charged and an armband or pit pass ticket (recognized as a pit pass) will be issued. Pit passes must be worn by everyone who enters the pit area. By affixing each participant's personal signature on the pit register and release, this releases Port Royal Speedway and officials from all liability and makes the insurance carrier liable. Failure to remit the required fee and sign the pit release shall nullify any claim against Port Royal Speedway officials and insurance carrier for death or injury incurred prior to, during or after the racing program. All participants recognize that automobile racing is a hazardous undertaking and assume all the risk by reason of his/her participation and does for himself, herself, executors and administrators, successors and administrators, successors and assigns from any and all liability for personal inquiries that may be received and from all claims and damages for injury to persons or property growing out of, caused by any construction or conditions of any track equipment, cars or other devices used therefore, whatsoever.

Racecars, vehicles (including towing equipment), wreckers, push trucks and any other equipment located in the pit area or restricted area are NOT covered by insurance.

Anyone entering the pit area must have a pit pass, including kids and/or students. All persons under the age of 18 must have a minor's release card and permission from the speedway office to enter to pit area. Minor's release must be obtained from Port Royal Speedway. Release forms are available in the speedway office and at the pit gate.

View and access speedway pit release and minor release forms [here](#).

Anyone involved in an accident on the track or in the pit must report it to the track office and/or call the track to fill out an accident report. Insurance carrier needs a report before any payments will be made.

All pit personnel are covered by track insurance, provided that a waiver and release form was signed on the day of the event. It is the responsibility of the injured person to notify the speedway management if medical attention was or is necessary. This must be done within 48 hours of the accident. Any driver who is injured will negate insurance benefits when that driver returns to racing.

No one will be permitted to enter the pit area or competition while under the influence of alcoholic beverages or narcotics of any kind. Any suspected participant must be reported immediately, at the request of track officials, to track medical personnel. Any participant found consuming alcoholic beverages or narcotics before or during a race program or before the last checkered flag of the program will be expelled from the premises, and the car with which he or she is associated may, at the discretion of the track officials, be disqualified from further competition.

There will be NO use of videotapes to determine a call. Port Royal Speedway officials' calls are final.

It is expected that all discussions and disputes between participants or participants and track officials will be conducted in an orderly and sportsman-like fashion.

Anyone deliberately delaying the race program will be disqualified.

Unless a parental/guardian consent release form has been signed, all race car drivers must be 18 years old to drive a race car at Port Royal Speedway, including warm ups, practice, heat races and/or features.

The flagman and other track officials will have control of the track during all events and the warm-up periods.

Any car shown the blue flag with a yellow diagonal stripe is about to be lapped by a faster car. The driver being lapped should try to hold consistent line so as not to interfere with the faster car and/or cars that are passing.

When a car is shown the black flag, the driver must pull off the track immediately. If the black flag is ignored, the car will be paid at the back of the field.

Golf Carts & ATV's:

All golf carts, ATV's and other motorized equipment are only permitted on Port Royal Speedway property if they are used to move race cars and/or equipment to/from the track, scales or work area. The use of these types of vehicles as personal transportation or joy riding will not be permitted. If these vehicles are used for anything other than to facilitate racecars or the racing program, they will be removed from the pit area. Any resistance will result in the driver's disqualification.

Only one rider per ATV and two per golf cart/razor is permitted when vehicle is in use as a staging vehicle. Absolutely no starting of any racecar with golf carts or ATV's is permitted.

Meetings/Registration:

All drivers must attend mandatory drivers' meetings. Drivers meeting will take place one-hour prior to the first qualifying event of the program and will be held on the pit bleachers.

All racecars must have their MyLaps Transponder mounted on their car whenever they are on the racetrack. Failure to have a transponder on the car during any time trial event will result in the driver not receiving a time and will be placed at the rear of the heat race. Race teams will be instructed as to the mounting location of the transponder based on division. Failure to mount the transponder in the approved location could result in a scoring change in the final rundown.

Racecars are to be unloaded in the pit area and drivers are to be registered at least 1 1/4 hour before the scheduled starting race time or the scheduled start of single car time trials. Any race team that is not registered with the track's handicapper prior to 1 1/4 hours prior to the scheduled starting time will be placed at the rear of his/her heat race or at the tail end of the qualifying order. In the event that a competitor is delayed in arrival to the speedway due to circumstances beyond their control (traffic jam, flat tire, accident, etc.), a phone call to the speedway informing of such and the intent to compete will be sufficient to hold their qualifying event starting position provided the phone call is received before registration closes. If the racecar/driver is not pit side before the driver's assigned heat race is completed; the car/driver will not be added to the consolation or feature lineups.

Driver Registration and Pill Draws will take place at the pit shack and will begin shortly after the pit gates have opened. Pill draw will remain open up until 1 1/4 hour prior to the scheduled starting race time or the scheduled start of single car time trials. Any driver who has not registered by that time will be handicapped to the rear of a heat race or to the end of the qualifying order.

In the event a driver and/or car will be late arriving to the speedway as stated above, a team representative may draw for their driver's heat race position. Or, if the speedway is notified that a team will be late arriving, then speedway officials will randomly draw their heat race lineup or qualifying order for them. The race team must notify speedway officials or otherwise be handicapped to the rear of a heat race or the tail end of the qualifying order.

If a driver does not come out for their assigned hot lap or group time trial session, they will forfeit their session and will not be allowed to hot lap or group time trial with any other group. At the discretion of officials, drivers may be allowed to hot lap in a later session, however if hot laps are being used as group time trials, the driver will NOT be allowed to hot lap nor group time trial in a later group.

Driver/Car Changes:

All driver changes must be reported to the chief pit steward prior to the completion (or posting) of the heat race lineups. Drivers are responsible for notifying the chief pit steward of any driver/car changes. Driver may attempt to qualify another car in the consolation if the change is reported prior to the lineup being posted; however, when the consolation lineup is posted (with the driver's second car), the driver's first car is automatically disqualified. Anytime a driver changes cars after competing in his heat race or becoming qualified for the feature, he/she must begin the next event from the last starting position. Drivers may not change cars (and cars may not change drivers) after the start of any one race.

Once a car is reported "withdrawn" from an event, the car may not re-enter that same race.

In the event of a rainout or postponement, the driver who originally qualified for the event may compete in a different racecar, pending the notification of track officials prior to the event.

Alternates:

Alternates for the feature must be prepared to start the feature if needed. There will be no extra time allowed for the alternate. If necessary, the event will start short of a full field.

No alternates will be taken for any race after the event's initial green flag has been signaled.

If an alternate starter is needed to fill the field when two or more consolations are completed, heat and consolation finishes will be used to determine the alternate. If there is a tie, a coin toss will be used to break the tie.

Starts/Restarts:

All INITIAL starts will be given the green flag at the chalk line in the middle of turn four. If the rows are in line and side-by-side, the green flag will wave and the green lights will come on, and all driver may pass at that time.

Jumped starts can be called by any or all of the following: corner official, starter, tower.

If the officials feel there was not an equal start or that the rows were not in line nor ready to go, the start will be called back and it will be at the discretion of officials whether or not to penalize either one or both or none of the front row drivers by moving them back one row.

If a driver starting in **any other row** jumps the start, the start will either be called back and/or the driver identified for the jump will be penalized the total number of spots that he or she advanced prior to the green flag. The penalty will be assessed at the final finish of the event, or at the next caution or red flag.

Restarts

All single file restarts in any division in any event will take place when the leader **is between** the exit of turn four and the cone located on the front stretch. All cars must pass to the outside (right side) of the cone in a single file manner. If a car passes to the left of the cone, hits the cone, or passes another car prior to reaching the cone, they will be penalized two spots.

The leader should not accelerate until he/she reaches this point. All cars must pass between the cone on the front stretch and the outside guardrails in single-file, nose-to-tail order. Any driver going to the inside of the cone, or making contact with the cone will be penalized two positions at an immediate yellow.

For late models, restarts will be single file however Delaware restarts may also be used.

Air Horn Policy

An air horn will be sounded to mark the start of a five-minute time period to report to the staging area for the start of the first heat race. An air horn will be sounded twice at the 2 ½ minute mark.

If you are not in the staging area or on the racetrack, whichever is directed by the officials, at the expiration of the five-minute period, you will be placed to the rear of the heat.

If you do not make it to the racetrack prior to the track lights going out, you will not be allowed to join or enter that event and you will be placed at the tail of the next event you are scheduled to be in.

For any and all A main events: An air horn will be sounded for the first feature only and from that time you will have eight minutes to be on the race track and ready to push off. At the four minute mark the horn will sound twice. At the end of the eight-minute period if you are not staged ON THE RACE TRACK, you will be set back one row for the start.

Any driver passing the pace vehicle without being directed to do so by an official or the pace vehicle driver will be fined \$50.00.

Under no circumstances is the driver to “hot lap” when the track safety lights are yellow. Cars taking to the track will idle behind the pace vehicle until all contestants are on the track and are given the “close up” signal or an indication is given on the RaceCeiver, at which time the driver can hot lap up to the pace vehicle and pull into position.

Racecars will receive only one push start unless directed otherwise by officials. If the car stops on the track and needs a second push start, the car/driver will be deemed “delay of show” and will be sent to the rear of the starting lineup. This determination is at the discretion of the officials.

If while lining up for the start of an event, it is determined there is an empty position, all remaining cars will move forward to fill the empty position, thus sliding the rows. This eliminates the need to “cross over.”

If the yellow flag is displayed before the leader completes the first lap of a *qualifying* race, a complete double-file restart shall be made with the exception of any cars stopping on the track or entering the pit area. Those cars able to rejoin the race will be placed at the rear of the field. Only the leader needs to be past the stripe in order for the first lap or subsequent laps to be scored.

If the yellow or red flag is displayed before the entire field completes the first lap of a *feature* race aside from any stopped or disabled car, a complete double-file restart shall be made with the exception of any cars stopping on the track or entering the pit area.

Those cars able to rejoin the race will be placed at the rear of the field. The entire field needs to be past the stripe in order for the first lap to be scored. Subsequent laps will be scored as the leader crosses the stripe.

Any car that is one or more lap(s) down will be restarted at the rear of the field behind all cars running on the lead lap when any caution or red flag appears. All lapped cars will line up for the restart in their running order, not necessarily the way they were running on the track. Any cars stopping on the track at any time during a yellow flag period - unless stopping to avoid an emergency vehicle, because of a safety concern or if directed to do so by an official - will be placed to the rear of the field or at the tail end of the cars on the lead lap.

Red Flags:

When the red flag/lights are displayed, all racecars must stop as quickly and as safely as possible. Do not block any pit entrance around the track and let a lane open around the top of the racetrack for emergency vehicles. Racecars will be moved to their respective service areas when it is safe to do so.

Any car that continues to roll/move after a red flag has been displayed will be placed to the rear of the event in which they are competing. This rule will be in effect beginning with the first race of the year with NO GRACE PERIOD. If a driver is told more than one time to stop and he/she fails to do so, that driver will be fined an amount deemed appropriate by the race director.

Under the red flag, cars that have passed the start/finish line before the red flag was displayed will be scored as they came across the line; all other cars will be scored in the positions they were holding on the last completed lap.

If there is a red flag before the first lap is completed, cars will be restarted in the original starting order, with those cars involved in the incident being placed at the rear of the field if able to continue. On a complete restart, a new restart lineup will be generated by crossing over one position at a time, we will NOT slide rows on a complete restart.

All red flags in *heats and consolations* will be “closed reds.” Crew members are not permitted to work on the racecars under “closed reds.”

Red flags in *feature events* will be deemed “open” or “closed” by officials, at the official’s discretion. If a closed red is declared, crewmembers are not permitted to work on the racecars or come onto the speedway.

If the red flag is going to be an open red, push trucks will move all cars to work area in turn 4. Once deemed safe for movement, speedway officials will turn both the red and yellow lights on to indicate for all trucks to start to move the cars to the work area. Once all cars are within work area, speedway officials will open the red flag.

Nobody may cross the racetrack at anytime unless the speedway is under a red flag condition.

No one is permitted on the racetrack at an accident aside from the track safety crews & track officials and track crew!

No jacks or jack stands will be permitted on the track. Crewmembers may work on cars only with tools that can be carried by hand. There will be no tire or gear changes performed on the track unless informed differently at the driver's meeting.

Once the field is ordered to resume racing, a maximum of two (2) laps will be completed by the pace vehicle. If a racecar is not moving by the end of the pace vehicle's second lap, that car will be placed at the rear of the field.

Yellow Flags

At no time during a yellow flag period in any event shall any crewmembers be permitted on the racetrack or to perform any work on a racecar. Failure to comply will result in disqualification.

IF AT ANYTIME DURING THE RACING PROGRAM A DRIVER HAS TO BE TOLD MORE THAN ONCE THAT THE RACE TRACK IS UNDER A YELLOW FLAG, THAT DRIVER WILL BE PUT TO THE REAR OF THEIR CURRENT OR NEXT RACING EVENT. IF A DRIVER HAS TO BE TOLD MORE THAN TWICE TO SLOW DOWN WHILE UNDER YELLOW, THEY WILL BE DISQUALIFIED FOR THEIR NEXT RACING EVENT OR FOR THE ENTIRE RACING PROGRAM.

Nobody may cross the track at anytime unless the speedway is under a red flag condition.

No one is permitted on the racetrack at an accident aside from the track safety crews & track officials and track crew!

Fuel Stops (SPRINTS ONLY):

Fuel stops will occur if the maximum number of yellow and green flag laps have been completed in succession or if during a caution the total of laps already run plus the number of green flags left to race will exceed the maximum.

The maximum number of laps for calculating fuel stops is: 410 Sprint Cars = 55

Black Flags:

A black flag will be given to any driver who is losing part of his/her racecar, smoking excessively, leaking fluid and/or if the racecar is deemed to be a hazard, or to be in an unsafe condition.

If a furlled black flag is pointed at a driver, this is considered a “warning” that the driver has done something that is not permitted. If the driver repeats the offense, the black flag will be unfurled and the driver will be disqualified.

If an unfurled black flag is waved at a driver, the driver/car is disqualified. Driver should reduce speed and enter the pit area at the next pit entrance. Pit steward will notify the driver/crew of the reason for the disqualification and whether the car may continue if the problem can be corrected.

Any driver/car that is more than two laps down, or hopelessly out of contention, and/or creating a hazard, may be black flagged at the starter’s discretion.

After a driver has been black flagged, the driver/car will no longer be scored.

Scoring & Positions:

All cars must have their number clearly and prominently displayed on the roof of the car, facing the outside of the speedway, in order to be properly and correctly scored.

All scoring will be done at the start/finish line. In the case of a yellow flag situation, cars that have passed the finish line under the green flag conditions will be scored on that lap; all remaining cars will revert back to the last completed lap or the initial starting line up. This eliminates racing through an accident or back to the starter’s stand. Cars involved in the incident will restart at the rear of the field if able.

All cars must line up in single file formation immediately.

Any driver deliberately delaying the program will be disqualified.

Any driver attempting to improve his/her position while pacing under yellow will be returned to his rightful racing position and faces a possible penalty for delaying the race. Refusal to maintain proper track position when an official directs a driver to where he/she is to be will result in a one-lap penalty or disqualification.

Any driver more than one lap down when any caution flag appears will be restarted at the rear of the field.

When the yellow flag/lights are displayed, the lap is considered completed if the leader is by the starter’s stand.

All cars that stop on the track are considered “involved in the incident,” unless they have stopped because the racetrack is blocked. Any car that stops for any reason while the yellow flag is displayed (on the track or in the pit area) will also restart at the rear of the field. The exception to this is any driver/car that is stopped by an official for consultation or in the event a driver must stop with an official due to a safety issue within the cockpit (the driver will retain his/her correct position if cleared by the official).

Any car in the pit area when the yellow safety lights are turned off must remain there until the next yellow flag period.

If a driver is more than two laps down, he/she may not re-enter the race.

Should there be a “dead heat” feature, the payouts will be added together and divided between the two drivers for the positions in question. This applies to first and second, as well as any other positions.

Points will be distributed in the same manner, by combining and dividing.

No approaching the starter. All complaints will be handled by officials at the CONCLUSION of the racing events or program.

The scoring tower, flag stand and other officials’ stands are off limits during a racing event.

Inappropriate behavior by a driver, crewmember or anyone associated with a particular race team may result in that driver’s immediate disqualification.

No use of videotapes to determine a call.

Safety Issues:

Prior to participation in any racing event, all cars are subject to a safety inspection. Only cars deemed suitable for competition will be approved for participation. Track officials reserve the right to reject any entry for failure to comply with safety or technical rules as set forth by Port Royal Speedway.

Any one driving racecars and/or any other equipment erratically or excessively fast through the pit area will be dealt a penalty at the discretion of the officials.

Drivers must adhere to division specific safety rules any time his/her racecar is started.

All sprint cars MUST have a fuel cell and bladder.

Any driver who enters the track while the yellow lights are turned off, or the green lights are turned on, will be disqualified.

All racecars must have hoods securely in place at all times while under power on the track.

No cars will be permitted to race in the rear of heats for practice laps.

No one is allowed over/beyond the fence that contains the pit area.

Anytime anyone fires/starts a racecar for any reason, he or she must be dressed in proper racing attire (helmet, fire suit, etc.) and he/she must use safety equipment (seatbelts, etc.).

No driver may exit his/her car on the race track unless there is a Port Royal official or designated individual present to grant permission to do so. If a driver is involved in an on-track accident and needs to be towed or pushed off of the track, the driver must remain in the vehicle until an official indicates to driver that it is safe to exit the race car. Upon exiting the car, drivers must remain with their cars to accompany them back to the pit area. The only exception to this rule will be in the event of a fire or a similar emergency situation occurring with or in the car. Any driver who exits their race car on the track in order to confront the driver of another car and/or to show displeasure with another driver will be subject to a fine and or suspension to be determined by track officials and the race committee.

No one is permitted on the race track at an accident aside from the track safety crews & track officials and track crew!

Suggested Safety Equipment and Procedures:

1. Arm restraints.
2. Driving uniforms – flame retardant with a minimum of two layers.
3. Underwear, head sock, gloves, foot socks and shoes should all be flame retardant.
4. Driver's seat fume deflector/heat shield.
5. Full face Snell approved helmet/no more than two years old.
6. Headrest padding.
7. High back (stock car style) seat.
8. Kill switch within reach of driver.

9. Knee pads or padded steering.
10. Neck collar.
11. Right head net or support. Head net equipped with quick release capability.
12. Seats mounted to frame with a minimum of three bolts.
13. Windshield screens are highly suggested with a minimum of .090 screens.
14. Minimum three-inch wide seatbelts, no more than two years old, mounted to frame with bolts or looped over frame tubes, belts traveling through bottom of seat. Minimum three inch wide shoulder harness, double over the shoulder, military shoulder straps with anti-sub crotch belts. Harness to go over horizontal tube located less than three inches below the top of driver's shoulders.
15. All seats will meet SFI 39.2 specifications (410 sprint only).
16. Highly recommended use of SFI 39.2 specifications seat for late models.
17. Highly recommended use of SFI 39.2 specifications of seats for all other sprint car classes.

Any car, team or driver not meeting Port Royal specifications or standard racing safety procedures and equipment, is subject to automatic disqualification and/or penalties. Track officials will interpret the safety rules and specifications and make all final decisions and judgments, but in no instance will any deviations from the rules and guidelines which compromise safety be allowed.

Transponders:

Transponders are required for all divisions with the exception of the Xtreme Stock Division and the FWD 4-Cylinder Division.

All racecars are required to have a MyLaps transponder mounted on their car at **all times while on the racing surface**. Transponders are available for rent at the speedway for \$10 per night. Port Royal Speedway utilizes the red Classic transponder, the Flex transponder, and also the X2 transponder.

Failure to have a transponder on the car during any time trial event will result in the driver not receiving a time and driver will be placed at the rear of a heat race. If a transponder is on the car, but not functioning, a replacement transponder will be mounted and the driver will be allowed a time trial at the next available opportunity.

Any car that does not "hit" when crossing the scoring loop for any race will be instructed to stop at the fourth turn official. If a transponder is not on the car, a transponder will be mounted and that driver will start the event at the rear of the field. If a transponder is mounted, but not functioning, a replacement transponder will be mounted and the driver will retain his or her starting position.

Race teams will be instructed as to the mounting location of the transponder based on division. Failure to mount the transponder in the approved location could result in a scoring change in the final rundown.

Flat Tires & Repairs:

A racecar may not restart an event with a flat tire unless permitted to do so by an official.

Any sprint car, late model or 355 econo late model that receives a flat tire during a feature event will be given two laps to return to the track. In order to receive his two laps, driver must come to a stop on the speedway before moving to the designated work area located on the outside apron of turn four, just prior to pit road.

The two laps will be given to each driver one time per feature event. The two laps will start when the racecar reaches the designated work area.

If the racecar does not go to the designated work area, it will be deemed that the car is out of the race and the two laps will be forfeited.

There will be no repairs to racecars while they are on the track. If repairs are made while on the track, the car and driver will be disqualified.

Slowing, Spinning & Stopping Cars:

Any driver or car causing two (2) yellow and/or red flag periods in heats, consolations or features (excluding yellow flags for flat tires) will be disqualified from the remainder of that event.

Any car running more than two (2) laps down or hopelessly out of competition and/or creating a hazard may be black flagged at the speedway officials' discretion.

Any car that does a 360 spin will fall in line where it regains momentum.

2018 Event Lineup Procedures

The following race procedures and formats will be used during the **2018** racing season at Port Royal Speedway for the **410 Sprint Cars, Super Late Models, Econo Late Models, and 305 Sprints**. The Xtreme Stock Division will draw for feature events unless informed differently at drivers meeting.

Special Shows

All special shows will follow the format of the respective touring division specified in the rules of their organization. This includes the **World Of Outlaw Sprint Cars, All Star Circuit Of Champion Sprint Cars, URC Sprint Cars, UFO Late Models, United States Auto Club, ARDC Midgets, Pennsylvania Sprint Car SpeedWeek, Late Model SpeedWeek, All American Outlaws, and the Living Legends Dream race**.

Group Time Trials

- a. All shows on the schedule indicated with “**GTT**” will be run using warm-up/group time trials to set the heat race starting lineups.
- b. All drivers will pull a pill to determine which group/heat race they are in. Drivers with the lowest numbers will be in warm-up/tt group number 1. Drivers with the highest numbers will be in the last warm-up group and the warm-up/tt groups will be divided equally. Drivers will warm-up group time trial against drivers in their heat race only. No more than 8 cars at a time will time trial together. No driver will be allowed to hot lap or time trial in any other group except their assigned group. Any driver not taking a time in their group will start the heat race at the rear of the field.
- c. At the completion of all group time trials, the fast qualifier from group A will draw a pill which will set the heat race invert for the heat races. The numbers in the bag will be 2, 3 and 4. Whichever number is drawn, that will be the heat race invert for all heat races. The starting positions outside of the invert will be heads-up based on time.
- d. If there are 20 or less cars entered, the top 3 finishers in each of the 2-heat races will redraw for the A-Main. If there are 21-30 cars entered, the top 3 finishers from each of the 3-heat races will redraw for the A-Main, if there are 31 or more cars entered, the top 3 finishers from each of the 4-heat races will redraw for the A-main.

- e. The rest of the A-Main lineup will be based on finishing position in the heat races, and any B-Main cars will tag the rear of the A-Main.

Regular Shows

- f. Regular Shows are those race nights where no time trials are used to set the heat race lineups. This format will be used **after 2 feature events have been completed** for a division so a point average can be obtained. Until that point, drivers will redraw for the A-Main or we will follow the time trial procedure if one of those first two events is a time trial race.
- g. All drivers will pull a pill to determine the heat race starting lineups with the lowest number pills starting on the pole of the heat races.
- h. If there are 20 or less cars entered, the top 4 finishers in each of the 2-heat races will be handicapped to the front of the A-Main. If there are 21-30 cars entered, the top 3 finishers from each of the 3-heat races will be handicapped to the front of the A-Main, and if there are 31 or more cars entered, the top 3 finishers from each of the 4-heat races will be handicapped to the front of the A-Main.
- i. All handicapped drivers in the A-Main will line up based on their point average from all races with the lowest average starting first. The highest average of those drivers will be lined up in the last handicapped position.
- j. Previous Winners:** The driver who wins the most recent **regular show** must start in the last handicapped position at the next **regular show** if they qualify in a handicapped position. If the most recent regular show winner does not finish in a handicapped position, they will start the A-Main based on their finishing position in the heat race. If the most recent regular show winner is not entered in the next regular show, that driver must serve this penalty the next regular show they enter.
- k. Penalty Box:** All drivers must participate in at least 2 point races prior to being handicapped to the front of the A-Main starting lineup. Until a driver enters at least 2 point races, they must start in the last handicapped position if they qualify in a handicapped position. These penalized drivers will start behind any previous regular show winner(s) who are also penalized that week.
- l. The rest of the A-Main lineup will be set by heat race finishing position followed by any B-Main qualifiers.

Passing Points - Late Models and MoonShine Camo Series races

Heat race lineups will be set by pill draw. One round of heat races will be run. At the conclusion of each heat race, finishing/passing points will be tabulated based on formulas and a grid chart compiled by the Lucas Oil American Sprint Car Series.

Points will be awarded to each driver based on their finishing position and official starting position. The passing point grid will be posted prior to the heat races. Passing points will be figured on the actual starting position on the final parade lap. The official starting position will be the driver's position on the track when the original green flag falls. For example, if a driver is scheduled to start 8th, but slides up a row for the start because the 6th place driver is a scratch from the heat race, the driver scheduled to start 8th will officially be credited with starting 6th in the heat race. This is done to not award two "free" positions for the driver scheduled to start 8th.

The only exception to this rule is if a driver elects to move to the rear of the heat race, that driver will officially be credited with their original starting position. A driver's official starting position cannot be further back than their original scheduled starting position. This is to prevent a driver from electing to tag the rear in hopes of racing to the front based on the quality of opponents.

Once the original green flag falls, the official starting positions are then set. Should there be a false start or an incident before one lap is officially complete, a driver's official starting position will not change. Drivers that tag the rear because of an incident on the start will still be credited with their starting position at the initial green flag. If a driver, or drivers, from the front row are penalized for a false start, once again, those drivers will still be credited with starting 1st and 2nd.

After all heat races are completed, the top 8 drivers overall in points will redraw for their starting position in the main event. Each driver will pull their own redraw position. The remainder of the A-Main and B-Main will be lined up heads up by points. The number of automatic qualifiers from the heat races to the A-Main will be based on the number of entries and the number of heat races. In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points (tie goes to the early heat).

B-Main qualifiers will tag the rear of the A-Main.

Dual Heats Format - 410 sprint cars only, passing points

For the 410 sprint cars only, the passing points format (pp) indicated on the schedule will be a dual-heat passing points format. The lineups for the first round of heat races will be set identically as a regular show and passing points show; lowest number drawn will start on the pole of heat one, the second lowest number will start on the pole in heat two, the third lowest number will start on the pole in heat three, and so on. Heat races will be six laps in distance. At the conclusion of the first six-lap heat race segment, the checkered flag will be displayed and points will be accumulated.

The field will then align back in 2x2 formation with a complete invert of the original starting lineup. A second six-lap heat race segment will be run and points accumulated and added to the first heat race segment totals. At the conclusion of the second six-lap heat race segment, the two heat race segment winners will scale.

All cars will exit the track and the next heat race will enter and run their two heat race segments, and so on. The lineup for the A Main and B Main will be heads-up based on overall points.

	Start												
	1	2	3	4	5	6	7	8	9	10	11	12	
1	100.0	105.0	110.0	115.0	120.0	125.0	130.0	135.0	140.0	145.0	150.0	155.0	
2	91.5	93.0	98.0	103.0	108.0	113.0	118.0	123.0	128.0	133.0	138.0	143.0	
3	83.0	84.5	86.0	91.0	96.0	101.0	106.0	111.0	116.0	121.0	126.0	131.0	
4	74.5	76.0	77.5	79.0	84.0	89.0	94.0	99.0	104.0	109.0	114.0	119.0	
Finish	5	66.0	67.5	69.0	70.5	72.0	77.0	82.0	87.0	92.0	97.0	102.0	107.0
6	57.5	59.0	60.5	62.0	63.5	65.0	70.0	75.0	80.0	85.0	90.0	95.0	
7	49.0	50.5	52.0	53.5	55.0	56.5	58.0	63.0	68.0	73.0	78.0	83.0	
8	40.5	42.0	43.5	45.0	46.5	48.0	49.5	51.0	56.0	61.0	66.0	71.0	
9	32.0	33.5	35.0	36.5	38.0	39.5	41.0	42.5	44.0	49.0	54.0	59.0	
10	23.5	25.0	26.5	28.0	29.5	31.0	32.5	34.0	35.5	37.0	42.0	47.0	
11	15.0	16.5	18.0	19.5	21.0	22.5	24.0	25.5	27.0	28.5	30.0	35.0	
12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0	

A-Main Re-Draw Procedure For Regular & Group Time Trial Shows

When Port Royal Speedway uses the re-draw to set the A-Main starting lineups for regular shows and group time trial shows, the procedure below will be used. If single car time trials are used to set heat race lineups, or during special shows, the redraw procedure will be announced at the driver's meeting.

The following procedure will be used if 2 HEAT RACES are run

- The **top 4 finishers** will advance to the redraw during *draw shows*
 - The first heat winner will draw a **1, 2, 4, 6, or 8** in front of witnesses
 - This procedure gives both heat race winners a 40% chance of starting on the front row.
 - The 2nd, 3rd, and 4th place finishers each have a 20% chance of starting on the front row
- The **top 3 finishers** will advance to the redraw during *group time trial shows*
 - The first heat winner will draw a **1, 2, 4, or 6** in front of witnesses
 - This procedure gives both heat race winners a 50% chance of starting on the front row
 - The 2nd and 3rd place finishers each have a 25% chance of starting on the front row

The following procedure will be used if 3 HEAT RACES are run

- The top 3 finishers will advance to the redraw
- The first heat winner will draw a **1, 3, 6, or 9** in front of witnesses
- This procedure gives the heat race winners a 50% chance of starting up front in one of the top three starting positions. They have a 25% chance of starting in positions 4-6, and a 25% chance of starting in positions 7-9
- The 2nd place finishers and the 3rd place finishers each have a 25% chance of starting up front in the main event in one of the top three starting positions.

The following procedure will be used if 4 HEAT RACES are run

- The top 3 finishers will advance to the redraw
- The first heat winner will draw a **1, 4, 8, or 12** in front of witnesses
- This procedure gives the heat race winners a 50% chance of starting up front in one of the top four starting positions. They have a 25% chance of starting in positions 5-8 and a 25% chance of starting in positions 9-12
- The 2nd and 3rd place finishers each have a 25% chance of starting up front in one of the top four starting positions in the A-Main

Bonus money is offered in the following amounts for any regular event feature winners who advance to victory from their original starting positions of 9th or further back in the mains: 410 sprints - \$300; late models - \$200; and econo lates - \$100.

Drivers who have not entered the pit area/registered 1 1/4 hour prior to scheduled starting race time will be handicapped to the rear of his/her heat race.

Any driver whose race car is not pit side for his/her respective heat race will not be allowed to run the consolation or tag onto the rear of the feature.

Time trials or draw or passing points may be used to determine starting positions during the season at the discretion of the track officials and particularly for special racing events.

Unless dictated otherwise by a sanctioning body or series' bylaws, any single-car time trials run under the authority of Port Royal Speedway will be one lap in distance. Any alterations to the one-lap time trial format will be announced prior to the event.

Time trial formats will be at the discretion of the officials. In the case of events being run under a sanctioning body or as part of a series, time trial format could be dictated by the organization's/circuit's bylaws, if applicable.

If a provisional is awarded, it shall be afforded to the highest driver in points who failed to qualify.

Rainouts/Postponements/Raincheck policy:

In the event that scheduled events must be cancelled due to rain, curfew, etc. and all qualifying events have been completed - rainchecks will not be issued. In this case, the feature events will be made up at a future date and the qualifying positions from the cancelled event will still stand. However, if the scheduled events are cancelled due to rain, curfew, etc. and the qualifying events are not completed, rainchecks will be issued if a cancellation is declared. However, a postponement in this situation will be handled differently. (*See below*)

If a raincheck is issued **due to a cancellation**, you will have 30 days from the date of the rainout (the date that rain cancels said show) to use your ticket or armband at face value (NO CASH BACK) for another race. Ticket or armband may be used to purchase more than one ticket at a time. They may be used to upgrade to a pit pass. This must be done within 30 days from the date of rainout (the date that rain cancels said show). You can also mail tickets or armbands back to the speedway for a refund within 30 days, including any holidays, from the date that it rains (the date that rain cancels said show). Any tickets or armbands mailed back and not postmarked within 30 days, including any holidays, from the date that it rains (the date that rain cancels said show) will not be honored for a refund. You must include a self-addressed stamped envelope with contact phone number on the inside flap of envelope with rain checks in order to receive refund. NO CASH REFUNDS WILL BE GIVEN AT ADMISSION GATES OR TRACK OFFICE.

In such cases when a raindate has been established for a race and the speedway postpones completion of said event until the scheduled raindate, rainchecks will not be issued for the postponed event and there will be *absolutely no refunds*. Instead, admission ticket/wristband purchased for the race that was postponed will be required for re-entry into completion of postponed event on said raindate. However, if the raindate itself is rained out and/or cancelled for any reason and the postponed event cannot be completed as planned, rainchecks will then be issued at that time and the standard raincheck policy will apply.

Protests:

The right to protest lies with the competitor who finishes the feature event one spot behind the driver being protested. Never the less, an official acting in his/her official capacity shall, even in the absence of protest, take such actions as the case warrants.

Verbal protests accompanied by a \$500.00 cash protest fee must be filed no later than five (5) minutes after the conclusion of the race. A written protest stating clearly the subject of action must follow the verbal protest. The protest fee will be returned if the protest is upheld. If the protest is not sustained, the \$500.00 protest fee shall be forfeited, and the protesting competitor shall pay all costs incurred by officials in determining the protest. All parties concerned shall be bound by the rendered decision.

All measurements will be with Port Royal Speedway equipment or authorized agents.21

Any car found illegal shall result in the loss of purse money that would have been earned as well as points for that event.

In the event of a scoring protest, only the driver or the car owner may protest to the scorers only after all racing is completed for that evening.

Driver is responsible for the conduct of all persons associated with his/her team.

Personal Conduct:

No one will be permitted to enter the pit area or competition while under the influence of alcoholic beverages or narcotics of any kind. Any participant suspected of being under the influence must be reported immediately, at the request of track officials, to track medical personnel. (Test kits will be available). Any participant found consuming alcoholic beverages or narcotics before or during a race program or before the last checkered flag of the racing program will be expelled from the premises and the car with which he or she is associated may, at the discretion of the track officials, be disqualified from further competition.

Any un-sportsman like conduct, whether on the track or anywhere else on the Port Royal Speedway grounds, WILL result in suspension of the driver and/or car.

Drivers are responsible for the actions of their pit personnel and are responsible for their crewmembers' review of these rules.

Anyone fighting in the pits or on the track, or anywhere on the Port Royal Speedway property, will be subject to legal action, a fine up to \$1,000, and suspension or ejection for the balance of the event and/or season.

All drivers and pit personnel should stay in their own pit area. Anyone involved in a fight in another driver's pit area will AUTOMATICALLY BE AT FAULT.

Harassment of officials, tow truck operators, safety crews, ambulance or fire crews will not be tolerated.

Verbally abusing anyone at the speedway will result in suspension from subsequent events.

Physically abusing anyone on Port Royal Speedway property (this includes pushing, shoving, verbal abuse, etc.) will be dealt with severely, with ejection and/or suspension for the balance of the season.

NO ALCOHOLIC beverages are permitted in the pit area until after the program's final checkered flag falls. Violators will be ejected for the program and/or suspended from future events.

As a reminder, the Port Royal Speedway is a private business that is open to the public when admission fee is rendered. YOU are expected to act in the manner prescribed by the Port Royal Speedway rules and in accordance to all the laws that govern the Commonwealth of Pennsylvania. If you are suspended from the speedway property and return to the speedway property prior to the end of suspension date, you shall be charged with Section 3503 (b) (1) (I-V) Defiant Trespasser in accordance to the Crimes Code of Pennsylvania.

Everyone involved with racing programs on a given night is directed to have fun with the experience, or at least remember they are supposed to try to!

General/Miscellaneous: Distances, Time Limits, Radios, Payoff, Etc.

Nobody may cross the racetrack at anytime unless the speedway is under a red flag condition.

Drivers who do not attend the annual awards banquet will forfeit 50% of their point fund money unless they have previously appointed a designated representative to receive their award. In this instance, it is preferred that the **car owner** be the appointed representative, however exceptions can be made at the approval of officials.

Unless excused by race director or mechanically unable, any of the top three feature finishers in the 410 sprints, super late models and 355 econo lates who fail to report to victory lane at the conclusion of their feature will have \$100 deducted from their payoff for that event.

All payoffs will be distributed by US Mail on the first business day following a racing event. Tax form must be submitted to paymaster before prize money can be received. Payoff checks will not and cannot be cashed at the speedway office. There will be no cash available.

Drivers whose divisions offer tow money must participate to be eligible for tow money.

No two-way radio communication of any kind is permitted between drivers and crews.

All drivers in any division in competition at Port Royal Speedway are required to use a RACEceiver one-way radio to allow for one-way communication from track officials. One-way radios are mandatory when you are on the track, at all times.

No mirrors of any type permitted inside or outside the racecar.

Xtreme Stock division will compete in feature only with number of feature laps dictated by the number of entries unless informed differently at the drivers meeting.

Unless informed differently at a driver's meeting, 355 econo lates will compete in a feature only unless 14 or more entries.

All Feature events are subject to a 30-minute time limit. This will be imposed by track officials and broadcast over the public address system as well as via RACEceiver radio when such instances occur.

Feature distances for regular programs are as follows: 410 sprints – 25 laps; late models – 22 laps, 355 econo-late models – 18 laps, 305 sprints – 18 laps, xtreme stocks – 15 laps.

All heat races will be 8 laps unless announced differently at the drivers meeting.

Anyone deliberately delaying the racing program will be disqualified.

If for some reason a car fails to go directly to the scales when required to do so, said car shall NOT stop at his pit. Instead, he/she will continue around to the pit lane and be pushed directly to the scale. If the car fails to be pushed or comes around to his pit, said car will be disqualified from that event. Any car that does not meet the minimum weight requirements (make weight) upon scaling will be scored last of the cars that started the race.

Absolutely no tires shall be dumped or left behind on speedway grounds. All disposal of tires is the responsibility of drivers. Violators will be fined and/or suspended at official's discretion.

2018 Points:

All scheduled races at Port Royal Speedway are full point events unless otherwise stated.

Point Structure:

Points will be awarded in feature event only.

1. 250 points
2. 235
3. 225
4. 220
5. 215
6. 210
7. 205
8. 200
9. 195
10. 190
11. 185
12. 180
13. 175
14. 170
15. 165
16. 160
17. 155
18. 150
19. 145
20. 140
21. 135
22. 130
23. 125
24. 120

Also 100 appearance points will be awarded to drivers of cars that take a green flag.

(Twin feature evenings will be treated as one (1) event for the purposes of appearance points and each driver taking a green will be awarded 100 appearance points for the evening, not for each race. These races will be considered individual events for the purposes of regular points, thus awarding full points for each, and to reduce handicapping penalties.)

Point Ties:

If the point standings are tied at the end of all point shows at the conclusion of the season, the following rules will be used to break ties:

First tiebreaker is the amount of events run/entered – the tied driver who runs the most scheduled events at Port Royal will win the tiebreaker.

If still tied, the number of victories will be in play – the tied driver with the most victories will win the tiebreaker.

If still tied, the number of top five finishes will come into play – the tied driver with the most top five finishes will win the tiebreaker.

If still tied, the number of top ten finishes will come into play – the tied driver with the most top ten finishes will win the tiebreaker.

2018 Port Royal Speedway Regular Division Purses (subject to change)

**2018 REGULAR
410 SPRINT PURSE**

**2018 REGULAR
LATE MODEL PURSE**

**2018 REGULAR
355 ECONO LATE PURSE**

2018 XTREME STOCK PURSE

2018 Port Royal Speedway Push Truck/Tow Truck Rules

1. Push truck operators are permitted in the pit area to assist with the running of the racing program at a safe, efficient and fast pace. Push truck operators are considered sub-contractors at the Port Royal Speedway, and are required to assist with the running of the racing program by pushing sprint cars and restarting and removing any car needing assistance.
2. Racecars, vehicles (including towing equipment), wreckers, push trucks and any other equipment located in the pit area or restricted area are NOT covered by insurance.
3. Push trucks **must** help run in the track surface when requested to do so. Track management will make every effort to have the track ready before race time.
4. By signing the weekly release form, it is interpreted that all push truck operators have read and understand the rules and regulations set forth. You should never take any risks when navigating the pit area or racetrack; SAFETY must always be of priority.
5. All push trucks and tow trucks should be equipped with a scanner or two-way radio that can listen to track frequency of 451.925
6. All push truck operators must fill out an official registration form and submit it to speedway management. Approved applicants for the season will be notified.
7. Don't report to any red flag accident (condition) on the racetrack until emergency personnel are on site. Safety is always the number one priority. When responding to the scene, do not speed. Let the speedway emergency crews proceed first. Remember your job will only start when their job is finished.
8. Push trucks mean trucks; no cars or mini vans will be permitted.
9. Trucks must be ready to assist at the track no later than one hour after pit gates open for event.
10. You are required to remain at your vehicle whenever there is action on the track.
11. You must help out whenever asked to do so. Remember, you are permitted in the pit area to help; spectating comes second.
12. All push trucks and tow trucks **must share in the workload equally**. Be fair to everyone. Anyone not sharing equally, will be asked to leave and will not be permitted to re-enter the pit area for future events.
13. At each event you will be assigned to cover a specific area of the racetrack and help out in the pit area. However, if necessary, you will be asked to help out in other areas.
14. Trucks are to be driven in a safe and courteous manner. No racing on the track with other trucks. If track officials report you, you will be asked to leave.
15. No clowning around or yelling at spectators in the stands. You are in full view of everyone!
16. All trucks must have a wood bumper.
17. No kids under the age of 12 are permitted in the trucks while the trucks are on the track.
18. No more than two (2) people are allowed in each push truck. No one is permitted to **ride** in the back of the truck at any time. No one is permitted on the back of the truck while the truck is moving.
19. Tow trucks are permitted to have two (2) helpers in the cab and two (2) helpers are permitted to ride on the back and must hold on with both hands at all times. It is recommended that the driver remain in the cab at all times in order to speed up the show.
20. No DRINKING ALCOHOL IN THE PITS. No warnings! If you are reported drinking alcohol in the pits, you will be asked to leave.
21. If you let your truck on the speedway property you do so with the intent of using it on a weekly basis. If truck remains on the track property without being used for more than a reasonable amount of time, Port Royal management will have it removed and/or it will become the property of Port Royal Speedway.

22. Anyone seen destroying speedway property will be asked to leave and take his push truck with him.
23. 18 PUSH TRUCKS WILL BE THE MAXIMUM NEEDED FOR EACH EVENT.
24. On a red flag situation, cars are to stop where they are on the racetrack. Once the emergency has ended, enter the speedway and pick up a car and move it to the fourth turn area when directed to do so by officials. Be sure to keep the track exits clear for emergency vehicles.
25. Whenever removing a car from the racetrack, exit the speedway via the closest exit to help speed up the show.
26. Whenever a caution occurs, look to the closest official for instructions. Be prepared to move quickly.
27. NEVER push a car onto the track from the pit area unless the yellow lights are on.
28. Whenever pushing a car in the pit area, proceed with extreme caution. If a car needs to be fired in the pit area, be extra careful and blow your horn to warn anyone who might be in the area.
29. Emergency lights should only be used when you are on the racetrack. Four-way flashing lights or parking lights should be used in the pit area and not the emergency lights because they may distract competitors on the speedway. Make sure to turn off all emergency lights when exiting the speedway.
30. When pushing the sprint cars for the start of the feature or after red flags and fuel stops, start with those cars at the front of the pack.
31. When starting the sprint car, always wait for the driver to indicate to you to push and release the car when driver holds up his hand with a stop motion.
32. **SPRINT CAR ENGINE STARTS:** Sprint cars will slowly be pushed out of the pits at a slow speed and shall come to a stop just after rolling onto the speedway, before proceeding onto and down the frontstretch. Cars will then be fired going down the frontstretch and into turn one (1) when driver is ready.
33. **SPRINT CAR HOT LAPS AND QUALIFYING EVENTS:** Push trucks shall be staged on the top of turns three and four, in order to be ready to pick up a sprint car when it rolls out of the pit area.
34. The 4th turn pit area entrance must be clear at all times. Do not stop in that area with a car during any event. That area must remain clear at all times should a car need to exit the speedway
35. **SPRINT CAR FEATURE:** All cars will slowly be brought to the speedway and rolled to a stop on the frontstretch, nearing the first corner. If less than half the field is on the track, proceed around and pick up a second car to bring to the track. Starting at the front, pick up a sprint car and wait for the pace car to start. Driver will let you know when he's ready to be pushed. Make every effort to open up a clear lane on the top side of the speedway. Continue around the speedway and track officials will let you know whether to exit the speedway or continue around to pick up a second car.
36. Scanners/Radios are required in order to receive the tracks radio transmission so you will be aware of current situations on and off the track.

Golf Carts & ATV's:

All golf carts, ATV's and other motorized equipment are only permitted on Port Royal Speedway property if they are used to move race cars and/or equipment to/from the track, scales or work area. The use of these types of vehicles as personal transportation or joy riding will not be permitted. If these vehicles are used for anything other than to facilitate racecars or the racing program, they will be removed from the pit area. Any resistance will result in the driver's disqualification.

Only one rider per ATV and two per golf cart is permitted when vehicle is in use as a staging vehicle. Absolutely no starting of any racecar with golf carts or ATV's is permitted.