

Mid-American Stock Car Series

Policies and Procedures

I. Inverts

- A. For a standard 40-lap feature, the invert will be six (6) plus the roll for 1/3 and shorter tracks and eight (8) plus the roll for track over 1/3 mile.
- B. Unique race formats and/or tracks may require the invert to be a pre-determined number plus the dice roll. Last chance invert will be the number of transfers to the feature
- C. It is preferred the slowest qualifier of the possible invert or their designee will roll the die to determine the invert.

II. Shortened Races

- A. Races may be shortened due to unforeseen circumstances. Every attempt will be made to complete a race to its scheduled length. If a feature race is shortened for any reason it may be considered complete if more than half the race length has been scored (i.e. 35 lap race must have completed lap 18, etc.). Full points will be awarded for all races considered complete. Segments not completed may be adjusted to “flat points”. Rescheduled incomplete races may be started from the top. Any cars that were out of the race when the uncompleted race was stopped will be able to run the rescheduled finish starting at the rear with a maximum 1-lap penalty.
- B. In races with cautions being counted, cars pitting under caution will not lose a lap.
- C. If a caution results in a premature checkered flag, the finish will be scored as the race would have been relined after the caution.
- D. For races cancelled due to rain, etc. points will be awarded for all completed portions of the program (i.e. qualifying, heats). If racing is cancelled before any portion of the program starts, appearance points only will be awarded to the drivers accounted for. If the race program is cancelled before the scheduled pits open time, no points will be awarded. If the event is ended by a red flag before the advertised distance is completed the positions will be paid and points given according to the order the cars would have been restarted.
- E. In the event of a weather-shortened program the payoff may be adjusted for the races and/or laps run. Mid-American officials and promoter/track owner will make the decision.

III. Provisional

- A. The highest car driver(s) in points not in the feature field after all other qualifying options may take the provisional position(s). The provisional(s) will start last in the feature field.
- B. A driver must qualify, run the heat and last chance in order to be eligible for a provisional unless the driver is attempting to make repairs to his/her car in time for feature event. That driver must, however, make an attempt to qualify, run the heat, and/or last chance.
- C. Provisional candidate(s) wishing to drive a car other than his own must attempt to qualify and make the decision prior to the last chance race.
- D. Provisional candidate(s) will automatically be given the provisional position(s) by default unless the driver informs officials otherwise.
- E. A provisional position may not be used in two consecutive races.
- F. A provisional position may not be used more than twice per racing season.
- G. Disqualified cars may not use a provisional.

- H. Provisionals may be added/deleted for certain events. Provisionals may be added to the field by the race promoter or race sponsor. These will be in addition to the advertised starting field.
- I. Two additional member provisionals may be added to the last two scheduled point events of the season. Member must have participated in all previous events of the season and have a provisional available.

IV. Qualifying/Scratches

- A. Drivers should be in line for qualifying when it begins. There is not set order for qualifying cars. If it becomes a problem getting cars to the qualifying line, we may institute drawing for qualifying order.
- B. Every attempt will be made to allow all cars to qualify. Most of the time this is up to the local track officials. Once the qualifying run has begun, that is your time. You may not attempt to re-qualify. Qualifying runs officially begin when you take the green flag.
- C. If a car breaks or spins on the first lap and must return to the pits, a second lap may be allowed at officials discretion provided the car does not trip the timing light for the second lap. Car must immediately contact Mid-American officials for approval to return to the qualifying line for a second lap.
- D. Cars that miss time qualifying will line up behind provisionals at the tail of the last chance race or feature if no last chance race is necessary.
- E. If time trial qualifying is cancelled for any reason points will determine the lineup. Invert as stated in section I. will still apply. There will not be any qualifying points awarded if qualifying is cancelled.
- F. Scratches must be made before the feature line up call to the line.
- G. A single alternate (next in qualifying), regardless the number of scratches, may stand by for a call to the feature.
- H. After the start of the last chance race, the driver must drive the car he has qualified in.

V. Black Flag

- A. The black flag may be displayed for rough driving, leaking fluids, loose panels, or any other situation considered unsafe by officials.
- B. When the black flag is displayed you must bring your car to the pit area for consultation with track officials. You may or may not be allowed back on the racetrack depending on the reason for being brought in.
- C. A refusal to respond to the black flag will result in your car no longer being scored. If the race has to be yellow or red flagged due to your failure to respond to the black flag further penalties may be assessed at the discretion of the officials.

VI. Starts/Restarts/Finishes

- A. Field of cars is set once the initial green flag drops.
- B. Double file restarts for feature and select qualifier races only up to last ten laps. Front row only – driver chooses inside or out. Single file with ten laps or less to go, lapped cars line up in order at the tail of the field.
- C. No scuffing tires after one to go signal is given. This may be modified for larger tracks.
- D. The green flag/light determines the start of the race. NO passing before the green flag/light.
- E. On a start/restart, no passing will be allowed on the inside before the flagstand. Having position on the car in front of you is considered passing. This decision is at the discretion of the officials.

- F. All lapped cars will fall into position behind the lead lap cars on restarts.
- G. The highest positioned lapped car not causing the caution will receive a “Lucky Doug” free pass and fall into the last position on the lead lap.
- H. If caution is brought out during the race, slow your car and get into single file line. The scorers will inform the officials as to the proper lineup for the restart. The officials will line up how the scorers have scored the previous lap.
- I. Cars spinning or stopping to avoid will retain their position. Incidental contact after initial accident does not necessarily constitute being involved.
- J. There will be a minimum four (4) position penalty for a car causing misalignment.
- K. Barring a catastrophic situation as determined by officials, cars must finish their heat to maintain their feature qualifying position.
- L. A caution on the initial green will result in a complete restart. Cars that go to the pits *and/or are involved*, however, may be placed at the tail end of the field. Others may be sent to the tail at the official’s discretion.
- M. If a driver is not present for warm up laps, he/she will start at the tail end of the field. Driver position may retained at the discretion of officials (i.e. traffic jam in pits, etc.)
- N. Lap is considered complete when, at officials discretion, half of cars have crossed the line. Line up is frozen when the yellow comes out. **NO RACING TO THE LINE.**
- O. If there is a wreck behind the leader(s) after the checkered is thrown, remaining cars not crossing the start finish at the time of the wreck/caution will be scored as a restart with cars involved to the tail and the race will be complete.
- P. A white flag lap caution may result in a completed race or a one chance only, green-white-checkered at officials discretion.

VII. Pit Cleanliness

- A. Tires and used or damaged parts belong to you. Unless specific disposal services are made available at the track it is your responsibility to properly dispose of these items. Tires and old parts found left in your pit after you leave the premises will result in a \$25 per item fine.
- B. You must keep your pit area clean of all trash and dispose of it in the proper receptacle.
- C. Use proper care so as not to damage the track and pit areas. Use of plywood or other materials to prevent sharp edged jack stands from damaging asphalt is highly recommended.
- D. Gas and oils spills must be cleaned up immediately. Use proper disposal facilities to dispose of used oils. If none are available, take it with you.

VIII. Rookie Qualifications

- A. Must be a Mid-American Stock Car Series member with a Mid-American registered car.
- B. May not have previously finished in the top 15 of Mid-American Stock Car Series points.
- D. May not have competed in more than 5 Mid-American sanctioned races in any given season.
- E. May not have competed at a level considered above the Mid-American Stock Car Series in any previous season.
- E. Must turn in application before the third scheduled race date.

IX. Protests

- A. Protests must be made within fifteen minutes of the conclusion of the event in question. Protests must be in writing and made to a Mid-American Official.
- B. Protester must:
 1. Compete in same event

2. Finish behind the car being protested
 3. Finish race on same lap.
 4. Pass inspection with his own car after race.
- C. Protester must designate an observer for tear down.
- D. Protests involving engine, chassis or tires shall be ruled on by officials and are not appealable.
- E. Protest fees are as follows:
1. \$100 – Wheel or tire (one)
 2. \$100 – Most visual mechanical or specification protest
 3. \$400 – Teardown of intake manifold, one head, clutch, etc.
 4. \$600 – Oil pan, major engine teardown, both heads, multiple parts, etc. or crate engine 3rd party inspection.
- F. The officials regardless of outcome will retain a minimum of 25% of the protest fee. If car is legal the money then goes to the car in question. If the car is illegal the money is returned to the protester.
- G. Mid-American officials reserve the right to deny or postpone the protest at shows which would be detrimental to competitors participating in out of state or two-day shows or that may be considered a grudge protest.

X. Other Procedures

- A. Mid-American officials will determine the frequency, method, timing and type of inspections and the number of vehicles to be inspected at any Mid-American event.
- B. Illegal items escaping detection during inspection does not make them legal.
- C. The car owner or driver will be required to identify the make, model and year of the car which was the basis for the race car at the time of inspection. In addition the owner/driver will be required to identify the make, model, and size of the motor and its parts and the production availability of all parts.
- D. In doing so, the owner/driver certifies that his car meets all the requirements contained in the rules. In the event of an official challenge of the car, by inspectors or by protest. The burden of proof will rest on the owner/driver to show that it meets all of the requirements.
- E. Mid-American reserves the right to limit admittance to any area or garage in which inspections are being made. The official in charge has the right to limit that admittance to only Mid-American officials and two mechanics assigned by the car owner to handle the work necessary in preparing the car for inspection.
- F. Each member and /or participating (including but not limited to owners, drivers, and crew personnel) expressly agree that the act of entering a Mid-American racing event shall constitute an agreement by him to be bound by all the rules and regulations covering the event. The participant also agrees to be bound by the decisions of the chief steward, and to release the chief steward, Mid-American officials and management, and all other event officials for an erroneous decision or a decision based upon malfunctioning electronic or mechanical testing equipment.
- G. All points accumulated are considered driver points.
- H. All weighing and measuring devices used by Mid-American technical officials are the standard that will determine engine or vehicle legality. The engine builder, vehicle builder or the participant must make any latitude or tolerance.
- I. Although every effort has been made toward complete, understandable and correct rules, as well as the same factors in putting them into print. Mid-American management and officials cannot possibly anticipate every situation, circumstance or interpretation. In these instances Mid-American officials reserve the right of final interpretation. Their decision will be final and binding.