



Tire, Qualifying, and Race Procedures



Tire Procedures:

CRA Tire Distributor Clyde Moody is the tire dealer for this event. All tires purchased at the event and tires used in qualifying and race must be purchased from CRA Tire Distributor Clyde Moody. Tires to be used are Hoosier F-40's on the left and F-50's on the right. Ten (10) tires is the max allotted for use during the race. Besides the tires on the car at the start of the race, teams may only use six (6) more tires during the feature event without penalty or approval. All tires for scheduled use during the feature must be purchased at the event and be placed in impound as directed by officials and/or these rules. You will be allowed to have four extra tires behind your pit for emergency flat tires if approved, but they must have been purchased at the event. Emergency spares did not have to stay in impound. You must start the race on the tires on which you qualified (unless you run a last chance race). Any violations in tire procedures will result in a 2 lap penalty per tire.

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 if under yellow. Once the race starts, teams that start the race with at least six 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. Any attempt to circumvent the tire usage rules, or the intent of the rules, will not be tolerated, and those in violation may be subject to maximum penalties.

On Monday, teams will be allowed to mount, and remove from impound, practice sets only. The qualifying and race sets may be pulled and may be mounted but cannot leave impound on Monday (you mount them/you own them/no return policy). On Tuesday, teams may mount all remaining tires, but only take out practice sets and/or their race set tires during the practice session. All race tires must be returned before the qualifying set can be released prior to going through qualifying tech.

Qualifying Procedures:

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 qualifying attempt. The Qualifying Order for this event is the reverse order that the event entries were received. If you do not qualify in your proper position, you may not start in the top 16, and will only receive one warm up lap and one qualifying lap and will not receive awards for your qualifying effort.

Starting Field: 1-22 straight up from qualifying, 23-24 from CRA Owner Points, 25-26 Promoters Options, 27-30 from 15 Lap Last Chance Race(s). Event Promoter has the option to add additional starters at a lower starting pay. Fast Qualifier has choice to start inside or outside of front row. Pit Stalls for the race will be selected after qualifying by qualifying times. **This is an impound race per CRA Impound Rules.**

Schedule of Events

Monday, June 15

(Optional / No Tech)
12:00 Pits Open/Hauler Unloading
2:00 Track Open for Practice
6:00 Practice Ends
7:00 Track Closes

Tuesday, June 16

11:00 Pits Open/Tech Open
1:15 CRA Drivers Meeting
2:20 Berlin 251 Practice
(60 minutes)
3:15 Qualifying Tires Released
3:30 Berlin 251 cars to Qual. Tech
4:30 Berlin 251 Qualifying
5:30 Autograph Session Begins
6:30 Race Program Begins
Top Speed Mod Last Chance Race
Berlin 251 Last Chance Race (15 Laps)
Top Speed Mod Feature (51 Laps)
Berlin 251 Lineup/Intro's
Berlin 251 Feature Event

(See Reverse for Race Procedures)

The Battle At Berlin 251 Race Procedures:

1. **Initial Start:** On the initial start the green flag will be displayed when the leader is at the start line in turn 4. Cars must stay in line until the start finish line on all starts. No jumping a start or passing before the start finish line. If a green lag 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 are cars that pit.
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. **Caution laps will count in this event.** After five to ten consecutive yellow laps (at the race director's discretion) the field will go under a rolling red, at that point laps will not be counted again until the field goes back green. 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:** Only the car(s) directly involved in bringing out the caution will go to the tail of the field. Any cars that spin or stop, but were not directly involved with the caution, will get their spots back if they do not go to pit road. Rough driving will not be tolerated. If contact with a car causes a yellow flag, and the contact is not a "racing incident", that car will also be sent to the tail. Rough driving can result in penalties including being sent to the tail of the field or possible disqualification from the event. The race director exclusively will be responsible for determining responsibility for the caution and any cars penalized by moving them to the tail. 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. Only cars on the lead lap may pit the first time by, **unless a "Quickee Yellow" is called.** You may pull to the inside to pit only after **you and the pace car** pass the start/finish line. Again...do not pull down until you have reached the start/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 two-lap penalty will be charged per tire. Only traditional tools and procedures may be used during a pit stop.

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 30 mph, if a car goes over the limit they will be black flagged for a stop and go penalty. Cars may not pass the pace car at any time (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. Drivers may go to the pits for crews to work on their cars, but only **after** the officials have given them permission to do so. All cars that pit will go to 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 start 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. Pace car will pull off in turn two after taking the one to go, leader should steadily increase speed beginning at the middle of the backstretch 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. The MINIMUM restart speed will be 45 mph, and will be established under pace laps. 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. **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.
10. **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" may NOT pit during that caution period.**
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 series official before leaving the racetrack...There is a **\$400 PENALTY** for failure to turn in your operable transponder. There are also other scorers in the tower doing lapped cars and line scoring.
14. **Spotters:** Spotters are required to be in the designated spotters stand during racing activities. 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. Spotter must have their team's car number in full view on their visible clothing.
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 when directed to by series officials.