



Late Model Sportsman and Street Stock Event Information and Procedures

The CRA Street Stocks and Vore's Welding CRA Late Model Sportsman are under the guidance of Champion Racing Association (CRA). Glenn Lockett and R. J. Scott are the owners of CRA. Greg Wood is the Director of Operations of CRA. Eddie Chew is the Chief Tech Inspector of CRA. Scott Menlen and Brian Duncan are Race Directors for CRA. From all of us at Champion Racing Association, the event promoter, the sponsors and the fans, we thank you for coming.

Pay attention to the schedule of events on each race day. It is not our responsibility to come and get you. You must follow the schedule and be where you're supposed to be, when you're supposed to be there. The schedule of events is subject to change so pay close attention. If you have any questions, find an official and ask. Below are the procedures for standard events and may be different for longer or special events.

All Participating Teams must have filled out an entry form if you are not a licensed member of CRA. This form has the information that will be used by the track announcer and most importantly, tells us who to pay after the races. If you have not filled out a form *you will not get paid.* All cars must have a legible car number. Licensed member have priority on numbers.

Fighting is absolutely not tolerated and the police have control of the pits. You **will** go to jail for fighting. You will be fined and/or penalized for entering another team's pit area or their appropriate location during a confrontation. Verbal abuse of the officials will not be tolerated. The Race Director is the person who makes all the calls. It is the Race Director you must speak with to discuss any calls made during an event, but only after the event is completed. He will be available at the CRA Registration Trailer after the event is finished.

2016 Tire Rule: The Official Tire for CRA is as follows: The Street Stocks will once again use the CRA Hoosier Comanche. The Late Model Sportsman will once again use the CRA Hoosier 970 STAR. The occasional visitor that DOES NOT have the CRA plated version of the tire will be required to pay a point fund penalty at EACH event, unless they are at their home track and that track utilizes the non CRA plated version of the same tire. Tires may be ordered in advance by contacting Motion Motors at 765-533-4849.

Qualifying Tire Procedures: Teams will not be allowed to qualify on "sticker" tires (unless group qualifying is used). Tires used in qualifying must have been in a minimum of one practice session prior to qualifying. Late Model Sportsman and Street Stock teams will no longer receive qualifying points

"Sandbagging" is not allowed. All events will have a .3 second breakout rule. Any driver going .3 seconds faster than their qualifying time is subject to being put to the tail and assuming fast time DURING that race. During the race, only drivers in the invert are subject to this rule (excluding the fast qualifier). In the event a driver breaks out and the officials deem it necessary to penalize the driver, the flagman will display the "black" flag at the offending driver to indicate he has been penalized for sandbagging and he must go to the tail of the field immediately during the race. The driver will also be notified of the penalty over CRA race control and through the RaceCeiver. Once the driver is at the tail, he may begin racing again. To avoid being penalized during the race, a driver may elect to take the tail of his heat race. In the feature that driver will either go to the tail of the invert, the tail of the cars locked in by qualifying, or the tail of the field (whichever deemed appropriate by the officials).

RACE PROCEDURES

1. **Pre-Race:** Any car not on the starting grid when driver introductions begin will have to start at the tail of the field. Once the field has been gridded, any car that goes to the pits will be placed at the tail of the field.
2. **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 finish line on all starts. No jumping a start or passing before the 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.
3. **Yellow Flag:** There will be no racing back to the caution. When the yellow flag is displayed, all cars must hold their position. All cars must get single file and stay single file. All cars must slow to a caution pace and bunch up as quickly as safety allows so safety crews can work on track. If a yellow or red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart, event is completed after three green, white, checker restarts.
4. **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.
5. **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 the pace car picks up the field and do not pull down until you reach the start/finish line behind the pace car. All cars that go to the pits under yellow must re-start at the tail of the field.

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6. **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).
7. **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 go to the pits under red must re-start at the tail of the field.
8. **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.
9. **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 start line coming off 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 two to go signal in the order they are running on tracks 3/8's or smaller, at one to go for tracks bigger than 3/8's. Leader gets choice of inside or outside, everyone from third on back lines up how they are running. The leader should gradually and steadily increase his pace after the pace car has pulled away. Leader's car should always 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 (may be adjusted at specific tracks). 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.
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. **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 will be additional scorers in the tower line scoring.
13. **Spotters:** Spotters are required to be in the designated spotters stand during Sportsman 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 visible on their clothing.
14. **Solo II Scanner:** All Street Stock competitors must have a working Solo II Scanner in order to race, these are available for purchase or rent from CRA. Sportsman drivers with no spotter must use a Solo II Scanner to monitor Race Control in order to race.
15. **Post-Race:** The top five finishers must go to the front-stretch victory Lane area immediately following the completion of the race. Crews may touch the cars only when directed to by series officials.

All aspects of these procedures are subject to change at the official's discretion

Line up Procedures:

Qualifications will be held, 2 laps on the clock, which will determine the line-up for the 10 lap heat races, which will be lined up totally inverted. The fast qualifier will draw for the feature event's invert, which will be 5 through 10 depending on the number drawn. Remember, heat races do not pay anything; they are only for points and practice, but **you must start the heat race to retain your starting position in the feature.** Feature event lengths will vary between series and events, check the day's schedule.

If car count determines that all cars will not be able to start the feature, qualifying results will determine the cars locked in by qualifying times (top 20 in Late Model Sportsman/top 20 in Street Stocks). The fastest half of the locked in cars will race in one heat and the remainder in another heat, both totally inverted. Positions 21 and 22 in the feature will be the next two cars in CRA points. All cars not locked in by qualifying or points will be in a last chance race, started straight up, where at minimum, the top two transfer to the feature. Event promoters have the option to add additional starters, at reduced pay to start, which may also change the lineup procedures beyond those locked in from qualifying.

Point Distribution:

Heat Races 1st – 10, 2nd – 8, 3rd – 6, 4th – 5, 5th – 4

Feature 1st – 100, 2nd – 97, 3rd – 94, 4th – 92, 5th – 90, 6th – 88, 7th – 86, 8th – 84, 9th – 82, - 10th – 80, 11th – 78, 12th – 76, 13th – 74, 14th – 72, 15th – 70, 16th – 68, 17th – 66, 18th – 64, 19th – 62, 20th – 60, 21st – 58, 22nd – 56, 23rd – 54, 24th – 52 – 25th - thru the rest of the field 50

Standard CRA Street Stock Purse (24 car starting field):

\$750, 500, 350, 300, 275, 250, 225, 200, 190, 180, 170, 160, 150, 140, 130, 120, 110, 100 to 24th

Standard Vore's Welding CRA Late Model Sportsman Purse (24 car starting field):

\$1000, 520, 400, 350, 310, 290, 270, 250, 230, 210, 190, 180, 175 to 24th