

Canyon Speedway Park Track Procedures & General Rules

Pre/Post Race:

- All drivers are required to attend the Driver's Meeting.
- If a driver is late to check in, they will tag their heat race.
- Fighting on the property is an automatic 30 day suspension from the premises.
- Drivers must maintain control of their family & crew at all times. Driver/Crew/Family going into another pit area will result in a disqualification and/or loss of money/points for the night. Stay in your pit.
- Any on or off track retaliation will result in an immediate disqualification and loss of money/points for the night.
- If a driver has any issue that needs to be resolved, wait until the event is over and meet with Brandon Gabbard (Head Official) or Tony Steele (Co-Promoter) to resolve.
- Any verbal abuse of any officials or staff will not be tolerated.

Staging Area:

- It is the driver's responsibility to be in staging at the proper time. The track will not hold up the show as an effort to wait for a driver to show up to their race.
- If a driver misses their heat race – they may not tag another race. Drivers must race in the event they are scheduled to be in.

Work Area:

- If a driver is involved in a wreck, they must remain in their car unless their safety is in danger or an official directs them to get out. Any abuse of officials or other drivers will result in a penalty at the discretion of the track based on the severity of the violation (Disqualification, fine or suspension).
- Work may only be done on a car in the Designated Work Area during a race. The Work Area is located off of turn 3. If a car returns to their main pit, or has work done in a non-designated area, they will not be allowed re-entry to the track.
- The track will give one extra lap once a good lineup is achieved and the field is ready for a restart. Please have equipment in the work area before the race starts if you plan on doing any necessary repairs to your car.
- Drivers will be allowed back onto the track only under yellow flag conditions or if the field is entering turn 1 after receiving the green flag. Once the leaders exit turn 2, the track will be closed until the next yellow flag. Please obey the command of the staging worker (or your raceceiver radio) before re-entering.

Tech/Claim Area/Victory Lane:

- Per IMCA rules, the top four cars must report directly to the claim area (front-stretch in front of the flagstand) at the completion of the feature event. Drivers must wait for official to wave them by before leaving the claim area.
- After the claim area is cleared, the winner will report to victory lane. All other cars, as directed in the drivers meeting, will drive directly to the tech area. If a car does not report directly to tech it will result in disqualification. The winner will report directly to tech upon completion of victory lane ceremonies.
- Non-IMCA sanctioned clubs will follow their own rules as outlined by their directors.

Green Flag:

- All Starts & Restarts - The green flag and green light will come on simultaneously. When this happens, the track is green and cars are free to pull out of line and pass. Any car that pulls out of line before this will be

considered as jumping the start and will be docked two spots for each car passed. This penalty will be assessed at the next yellow flag, or completion of the race.

- Initial starts of any race are double file at the cone in turn four. The front row will work together to start the race, with the pole sitter setting the pace. No brake checking or lagging back – keep a consistent pace.
- All heat race and “B” Features will be single file restarts after the first lap is completed. Main Events will utilize a double file, Delaware style restart. The leader will have their own row. Second Place will clearly choose a line. All other cars will go opposite of the car in front of them, with no exception.
- The track may choose to go single file restarts at their discretion, due to track conditions or time constraints as an effort to get the race completed.

Yellow Flag:

- “Stop on the track – Go to the Back”: If a car stops on the track for any reason, they go to the back. This includes spinning/stopping to avoid, or becoming involved in a crash. We have two clear exceptions:
 - If they stop to inform officials of debris on the track, they will receive their spot back.
 - If a Rough Driving penalty is assessed by race officials, only the penalized driver will go to the back. All other drivers that remain on track and do not go to the hot pit will be scored per the previously completed green flag lap, receiving their spot back.
- “One Spin Rule”: If a driver is charged with one unassisted yellow in the Heat Race they will be black flagged.
- “Two Spin Rule”: If a driver is charged with two unassisted yellows in “B” or “A” Features, they will be black flagged. *Definition of unassisted:* If we clearly identify a driver as the cause of a yellow and there is no penalty issued, they will be charged with the yellow. If a driver spins/stops to avoid or becomes involved in a crash, they will go to the back but will not be charged with the yellow.
- Get single file to assist officials in lining up the field in a timely manner.

Rough Driving:

- If an aggressive move that was deemed avoidable causes contact and results in a yellow, the violating driver will be put to the rear of the field. The yellow will be charged to the violating car.
- If a driver is racing aggressively, utilizing their bumper/doors, officials will give a warning to that driver. If further violations occur, it will result in docking of positions or a black flag.
- Please note: Not all crashes are a result of rough driving. Sometimes a “racing deal” occurs. Rough Driving is a judgement call. Our officials will do their best to police this policy, but in the end, it comes down to how you as a driver treat your fellow competition. Give each other room and show each other respect at all times.

Black Flag:

- If a car is smoking heavily, consistently getting lapped, not holding a steady line or not maintaining a speed that we feel puts other drivers in a dangerous position, officials may choose to use the black flag.
- If a car loses a front or rear bumper they will be black flagged and sent to the pits for the remainder of the race.
- A driver will have three chances to exit the track upon receiving a black flag. After the third ignored try, the driver will be disqualified and lose all points/money for the evening.

Layover Flag:

- The blue/yellow flag will be issued to slow cars as the leaders approach to lap them. HOLD YOUR LINE. Maintain a consistent line so the leaders can effectively work their way around. Do not race the leaders.

Lapped Cars:

- When a yellow flag comes out, lapped cars will be placed at the back of the lead lap cars (including behind cars involved in the yellow who are still on the lead lap), in their correct order.
 - Once the field is properly lined up, cars that are one lap down will receive their lap back. In any IMCA classes, any car that receives their lap back will not be eligible to claim.
 - Cars that are multiple laps down will be placed at the back of the field and will not receive their lap(s) back. They will receive a warning before the restart to maintain a competitive speed and a steady line. If this is not achieved it will result in a black flag to maintain a safe racing environment.
 - A car that is one lap down will not receive their lap back if they are charged with the yellow.

Checkered Flag:

- The race is completed if the leader takes the checkered flag. All races will finish green/white/checkered. No yellow/checkered finishes.

Raceceivers:

- Raceceivers are required and must be in working condition. Default Channel 454.0000 is utilized. During line-ups, we will give two chances over the radio and one chance on the track with a corner worker to get lined up properly. If at that point the driver does not listen:
 - They will be put to the back if they are in front of where they should be.
 - If they are behind where they should be, we will leave them there.
 - First time violation will result in a warning. Second violation will result in a black flag.

Transponders:

- Transponders are MANDATORY (In all classes except Sport Compacts). The track has limited rentals available.

Time Limit:

- All events will be one minute per lap. If the time limit is reached and the event is not yet complete, at the discretion of race officials, the following will take place:
 - If we have not hit 5 laps to go – We will issue “5 Laps to Go”
 - Less than 5 to go – We will issue a warning to the field and the next yellow will result in a “Green/White/Checkered” finish.

Payout:

- Payout will be at the end of the night at the pit concessions. If a driver has a protest regarding scoring they must present it before payout opens. We will gladly review with any driver, but it must be done so before money is issued. Once payout begins, scoring is final.

RESPECT FELLOW DRIVERS. Nobody wants to spend their week in the garage after a long day of work repairing torn up sheet metal or replacing junk parts. We are here to support each other and GROW our sport. If we do not respect each other on and off the track, we cannot achieve this. Thank you for choosing to race with us at Canyon Speedway Park. We appreciate your business and hope to have you back again. Please let Brandon Gabbard or Tony Steele know if you have any questions.