

2021 BEDFORD SPEEDWAY GROUND RULES

A. ELIGIBILITY:

1. Any car meeting technical, safety and disciplinary standards set by the speedway management may compete in any division for which it is legal. Once a car competes, it may compete in only that single division for the duration of the event.
2. Any driver may compete in any and all divisions for which he has an appropriate car. Although, official permission will be required before an over qualified driver may compete in entry level classes.
3. All drivers are required to use a RACEceiver one-way radio to allow for communication from track officials. One-way radios are mandatory when you are on the track, at all times.

B. QUALIFICATIONS

1. Most qualifying will be done by heat events. Heats will be 8, 6 and 5 laps, from the featured class on down. Consi event distances will vary due to need and entries. If a planned consi event does not draw enough cars to be necessary, it will be checkered on the pace lap and will become official. In that event, that will be the finishing order and only those present will transfer to the feature.
2. Drivers are responsible for ensuring that their car has been properly registered. Registration closes 15 minutes before start of warm-ups. Any driver failing to pull a pill by that time will start at the rear of the heat.
3. The 25th starting spot will go to the highest point total competitor not already qualified. For clarification consult the chart enclosed.
4. Relief drivers, substitutions and driver changes are permitted but:
 - a. Officials must be notified before the event starts.
 - b. If the change happens after sign in but before qualifying the driver takes his assigned qualifying spot.
 - c. If the change occurs after qualifications the driver must be qualified, and the car starts at the rear.
 - d. The driver who pulls away in the starting grid receives points for the event. The payoff goes to the car.
 - e. When a driver tries to qualify a second car, the first car is withdrawn and cannot be reentered.
 - f. During a multi-day event only, a driver may change cars from the first day of the event to the next and retain their assigned starting position.
5. If a car is withdrawn from the original lineup, the field will cross over to fill the empty spot(s). This is also done during any double file initial starts if a car loses his spot in the field. The starter also has the right to fill the empty spot(s) by rolling each row forward to fill the empty position.

DRAW QUALIFYING: Heat lineup will be determined by pill draw. Heads up, lowest pill to highest pill.

A. During the first two point races only: a pill draw will be used to decide how many cars to invert from a heads up start. The first heat winner will draw a pill to determine the inversion for the entire field.

B. For any other pill draw shows: the top heat finishers will redraw for feature starting position. Drivers eligible for redraw from the heat events: 4 cars from 2 heats (8 total), 3 cars from 3 heats (9 total) and 2 cars from 4 or 5 heats (8 or 10 total). The remainder of the feature lineup will consist of (in order) heat event qualifiers ineligible for the redraw, consi qualifiers, and unqualified add on cars until the field is full up to 25 cars.

C. If eligible for the feature redraw, the most recent feature winner will not be penalized.

REGULAR SHOW QUALIFYING: Heat lineup will be determined by pill draw. Heads up, lowest pill to highest pill.

A. Only those top qualifiers from the heats remain eligible for handicapping for the feature, with the number of heats determining the number if those eligible. They will be arranged to the front of the field with low average to the front, with the exceptions noted in a, b and d below, and an exception for the most recent feature winner who will assume at that point the highest point average and start at the rear of the handicapped cars if eligible.

a. Competitors who have not made two prior appearances have no average.

b. Competitors returning after missing two consecutive events have no active average.

c. Competitors who arrive late and miss the handicapper start at the rear.

d. Competitors tardy to the staging area or out the gate report to the rear.

B. We will handicap from the heat events: 4 cars from 2 heats (8 total), 3 cars from 3 heats (9 total) and 2 cars from 4 or 5 heats (8 or 10 total). The remainder of the feature lineup will consist of (in order) heat event qualifiers ineligible for handicapping, consi qualifiers, and unqualified add on cars until the field is full up to 25 cars.

TIME TRIAL QUALIFYING: Time trial order will be determined by pill draw. Heads up, lowest pill to highest pill.

A. Drivers will time trial against drivers in their heat race only. Trials will be either single car or multiple cars on track at the same time at the official's discretion. Drivers must time in their assigned order, and drivers missing their spot will start at the rear of their group.

B. The fastest timer will draw a pill to determine the invert for the heat races. The remainder of the lineup will be heads up based on time.

C. Drivers eligible for redraw from the heat events: 4 cars from 2 heats (8 total), 3 cars from 3 heats (9 total) and 2 cars from 4 or 5 heats (8 or 10 total). The remainder of the feature lineup will consist of (in order) heat event qualifiers ineligible for the redraw, consi qualifiers, and unqualified add on cars until the field is full up to 25 cars.

D. If eligible for the feature redraw, the most recent feature winner will not be penalized.

SWEEPSTAKES QUALIFYING: Can be used in any division due to weather, time, or car count considerations. The top 10 in total points will be inverted into the first 10 positions, and the rest of the field will be formed by drivers total point standings in order.

C. GREEN FLAG RACING

1. The flagman has complete control of the race.
2. Competitors are to remain in formation with no racing or passing until:
 - a. The field passes the designated "break point" on the track
 - b. The leader "makes the break" and the flagman drops the green.
3. Jump starts will not be tolerated. One jump earns a warning. Two jumps earn a two spot penalty. Three jumps earn a trip to the pits. Cars which are purposely lagging behind will not be considered to be jumped if it occurs at the discretion of the starter.
4. All single file restarts will come off the cone. Cars must pass to the right of the cone in single file.
5. If the starter determines a start not to be clean it can be called back immediately, with any penalties assessed. If a jump involves drivers deeper in the field the start may (or may not) be called back immediately. In this event penalties will be assessed at the next caution or the end of the race.
6. Cars not running at competitive speeds must heed the layover flag during racing conditions and vacate the racing groove as soon as possible on each restart.
7. The feature will be considered a started event at the expected throw of the green flag and is closed to added starters at that time.
8. Beginning with the initial start the flagman has the option to call for a single file start, especially after two unsuccessful start attempts.
9. Cars should use any exit to leave the track. Cars must enter the track ONLY at the turn two or turn three gate.
10. Feature distances will be 25 laps (LM), 20 laps (LMS), 15 laps (SL), 20 laps (M), 15 laps (PS) and 12 laps (4C). Feature events which have their distances altered will be handled thusly:
 - a. Weather or equipment failure...one lap past halfway is official
 - b. Time limit-- Officials will warn the field at the end of time, and then end it at the next yellow.
 - c. Curfew--The field will be warned of the time approaching and the event will be stopped at the limit. Halfway is official at that point.

D. YELLOW FLAG RACING

1. The field must slow down behind the leader or pace car immediately
2. In the event that the field has not yet made one complete clean lap (at the discretion of the scorer) there will be a complete restart. All other restarts will come off the cone in single file.
3. Restart order will be derived this way:
 - a. Any lap the leader completes will be a counted lap as far as total.
 - b. The leader and anyone who has completed that lap are frozen in those positions that they recorded at the start finish line
 - c. Everyone else unable to get by the line before the yellow gets credit for the lap but is frozen in the position recorded on the last pass of the line under green.
 - d. Cars whose forward progress was hindered by the incident but do not stop will be scored as either (b) or (c) above.
 - e. Any car stopping on or leaving the track surface, from the initial drop of the green, first lap, last lap or any in between forfeits their earned scored spot and goes to the rear. This includes identifiable debris from a car which was sufficient enough to cause a caution, with these exceptions: Any car (or cars) which momentarily stop on the track during the yellow, during the realignment process, due to emergency vehicle movement or by official decree may (or may not) keep his spot at the discretion of the official.
 - f. Cars involved in the yellow will fall in line in the sequence that they leave the crash scene or the pits.
 - g. A car (or cars) who in some way cause the caution to fly, but do not stop, may be placed in line in the position that they rejoin the field. At the discretion of the race director, a car who draws a yellow, but does not stop may be sent to the rear, if no one else stops on the track to assume the blame of the caution.
 - h. Cars one lap down have the option to remain in the field, cars multiple laps down will be moved to the rear, behind lead lap cars.
4. Selected events going over a certain number of laps may be led by the pace car during yellows. At those time yellow laps will count.

5. Anyone deemed at fault in 3 yellow flag incidents may be black flagged
6. No work may be performed on any car at any time on track surfaces
7. No crew members are permitted on the track surface except as requested by officials in exceptional circumstances.

E. RED FLAG RACING

1. All racing stops
2. On an unplanned red flag, no one but the driver is allowed on the track surface.
3. No work (no tools) will be done on any car
4. Scoring reverts back as in Yellow Flag rule #3
5. A trip to the pits earns a trip to the rear
6. Cars leaving the crash scene or the pits fall in line at the rear of the field in sequence.
7. On a planned red flag (fuel stop etc) all the above rules apply except that we will allow two additional people onto the track for fueling only.

F. BLACK FLAG RACING

1. The black flag is to use at the discretion of the starter
2. The recipient of the black flag must leave the racing surface immediately
3. Disobedience of the black flag will result in the car not being scored for the duration.
4. All black flag uses are not fatal. Once the offending issue has been cured the car may race again.

G. TECHNICAL PROCEEDURES

1. Any competing car must be presented to the tech man or area upon request. Only the driver or some competent official may accompany the car during the procedure
2. No feature winner will be official until the tech man is satisfied
3. Visual (easily observable) protests will be accepted and checked as needed throughout the program, as long as they are presented coherently
4. Technical protests (those requiring disassembly, measuring part identification etc) will be allowed again if presented coherently and as the tech team sees fit.
5. In the event of multiple protests we will determine the order of importance and select which if any we choose to omit.
6. Any refusal of inspection will result in disqualification.

H. SPORTSMANSHIP

1. Any protests, visual, technical or scoring) must be made to the proper official in an orderly and dignified manner.
2. Erratic driving or rough riding will result in an official warning and a period of probationary observation. Further misconduct will result in fines or suspension from racing activity. Judging on intent and result, Fines or suspension may result from the first offense. Racing for the lead requires a different level of dignity. Contact with the leader may result in more serious scrutiny than normal activity.
3. Unsportsmanlike conduct, arguing, fighting, theft, vandalism, disrespect, misrepresentation etc, on the grounds may result in disqualification, fines and (or) suspensions.
4. Any driver who exits the car on the racing surface to create a nuisance, prolong an argument, or refuses to move the car when requested, will receive time off for that behavior.
5. No official will be disrespected nor touched in anger.
6. The car owner and driver are responsible for the car, the crew, and all the associates and may share equally in disciplinary action earned by them.

I. LINEUP AND POINTS INFORMATION

1. QUALIFYING EVENTS: Drivers will pull a pill to determine qualifier starting position.

<u># cars in pits</u>	<u># of heats</u>	<u># getting handicapped</u>	<u># of qualifiers</u>
0-20	2	4 per heat 8 total	6 per heat 12 total
21-31	3	3 per heat 9 total	6 per heat 18 total
32-40	4	2 per heat 8 total	5 per heat 20 total
41-48	5	2 per heat 10 total	4 per heat 20 total
49-+	6	2 per heat 12 total	3 per heat 18 total

2. FEATURE LINEUP:

- 2 HEATS--Pos 1-8 opposite point averages with exception, then the other heat finishers in succession
- 3 HEATS--Pos 1-9 opposite point averages with exception,
 - 10-18 4th place heat cars then 5th place cars, 6th place cars
 - 19-25 Consy finishers in order plus the high point man not in.
- 4 HEATS ETC-- Follows the pattern set above.

3. POINT SYSTEM:

FEATURES--

1-95	6-72	11-58	16-48	21-38
2-90	7-69	12-56	17-46	22-36
3-85	8-66	13-54	18-44	23-34
4-80	9-63	14-52	19-42	24-32
5-75	10-60	15-50	20-40	25+-30

HEATS--WINNER TAKE ALL--- 1ST- 5 points

J. SCORING

1. LM/ LMS/ Mods/ Sprints are required to use Red MYLAPS transponders. Rental units are available from the speedway.
2. Speedway is not responsible for lost/damaged transponders. Damaged/lost units rented from Speedway are the responsibility of renter. It is each race teams responsibility to assure that the transponder they are using is mounted properly and in working condition at all times car is on track.
3. Changes in mounting location may only be approved by the appropriate official and only in the case of transponders not reading correctly.

K. RULEBOOK 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 EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR 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 reasonable and appropriate deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED 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.

The race director has the authority to revoke racing privileges of any competitor at any time and for any reason. Competitors who are unable to compete in an appropriate manner will be penalized accordingly.

Management has the right to confiscate any part deemed to be in violation of the technical rules. Any driver/ car found to be in violation of any technical/ procedural rules can have their racing privileges revoked for any length of time deemed appropriate by management.