



JACKSONVILLE SPEEDWAY
TRACK PROCEDURES Revised 1/1/18

Jacksonville Speedway reserves the right to update this manual at any time

1. Spirit of the Rule
 - a. These rules are intended to create fair competition among entrants
 - b. The overriding goal of Jacksonville Speedway is to encourage participation in Jacksonville Speedway events without unnecessarily punishing or disqualifying participants
 - c. All reasonable efforts will be made to find a way to allow participation without creating a situation that is unfair to others
 - d. The preferred method of enforcement is a warning and agreement for corrective action prior to the next Jacksonville Speedway event
 - e. Jacksonville Speedway officials will periodically check compliance with these rules as time and opportunity permit
 - f. By entering a car in a Jacksonville Speedway event, a driver represents that to the best of his knowledge his car conforms to these rules
 - g. While the rules are intended to be interpreted and enforced in a manner to encourage participation to the extent possible, any blatant disregard for a Jacksonville Speedway rule will not be tolerated
2. Payoff
 - a. All points shall be earned by the starting driver
 - b. All payments will be made to the starting driver or car owner registered with scoring prior to the event
 - c. Payoff will be made only for events actually completed
 - d. Any event may be considered completed when over one-half of the scheduled length has been run by the leader and/or terminated by officials for safety reasons
3. Registration & Schedule of Events
 - a. Order of Events
 - i. Warm-ups
 - ii. Driver's Meeting
 - iii. Hot Laps
 - iv. Heat Races
 - v. Fast Dash
 - vi. B-Main or C-Main if needed
 - vii. A-Main
 - b. Warm-ups (5:30pm)
 - i. Firing of the motors will generally occur 30 minutes prior to the Driver's Meeting
 - ii. Drivers are strongly encouraged to wear all safety equipment during the Warm-up session
 - c. Driver's Meeting (6pm)
 - i. The Driver's Meeting will generally occur 15 minutes prior to Hot Laps
 - ii. Pill Draw cutoff time is 6pm – call ahead and we'll draw for you
 - iii. Driver's Meeting attendance is highly recommended – ignorance does not serve as an excuse
 - iv. Jacksonville Speedway reserves the right to post a "written" driver's meeting at the line-up board in lieu of holding a traditional Group Driver's Meeting
 - d. Hot Laps (6:15pm)
 - i. Drivers are allowed only one (1) Hot Lap Session per event
 1. In special instances, an inexperienced competitor may request an additional session to be approved at the discretion of the Race Director

- e. Heat Races (7pm)
 - i. Heat Race starting position will be determined and staggered by Pill Draw
 - ii. Generally, a modified passing point system will be used (see Addendum A)
 - iii. Number of cars that transfer from heat will be announced at driver's meeting
 - 1. As a general rule, fifteen (15) cars qualify from the Heat Races when there is one (1) B-Main
 - 2. As a general rule, fourteen (14) cars qualify from the Heat Races when there are two (2) B-Mains
 - iv. Some classes may run a traditional "progressive" format or any other special format deemed appropriate
- f. B-Main
 - i. Cars not transferring from the Heat Races directly to the A-Feature will line-up heads-up according to passing points (or Heat Race) results
 - 1. If there are two (2) B-Mains, the non-qualified cars will be staggered by passing points (or Heat Race) results
- g. A-Main
 - i. Number of cars that will start the A-Main will be 18
 - 1. Track has discretion to start more cars based on car count, time and/or other circumstances
 - 2. As a general rule, the track will use a "Plus three (3)" rule – a B-Main will be scheduled if the maximum A-Feature field plus three (3) enter into competition
 - ii. Handicapping (non-DIRTcar sanctioned classes)
 - 1. Non-DIRTcar-sanctioned classes that use the Passing Points format will be handicapped by spinning a wheel
 - a. Options on the wheel are "heads-up," 4, 6, 8, 10, and entire field
- h. A-Main Alternates
 - i. The alternate for the A-Main will only be allowed to compete if a car already in the A-Main has scratched
 - ii. If one (1) B-Main is run the alternate for the A-Main is the first non-qualifier from the B-Main
 - iii. If two (2) or more B-Mains are run the alternate for the A-Main will be determined by highest Jacksonville Speedway driver in Points
 - iv. If someone fails to fire for the A-Main, the rows would move up to fill the vacancy and the alternate would start on the last row, either inside or outside, depending where the scratched car was to start
 - v. Once the green flag is waved, the race is considered started and an alternate will not be allowed to enter the A-Main
- i. Changes and alterations to this procedure may be made on race night as necessary by Jacksonville Speedway officials to address any unexpected situations or when car counts, weather, curfews, delays or unforeseen events require

4. Race Procedures

- a. Car Entry
 - i. Once a driver draws a pill and participates in a Hot Lap session, that car/driver combination is deemed to be entered into competition
 - ii. Any car changes must be reported to Jacksonville Speedway officials
 - iii. Any driver that changes cars must start at the tail of their next assigned event
- b. Green Flag (the track is clear, start or restart the race)
 - i. Initial Starts & Restarts
 - 1. The pole car sets the pace – it is the job of the outside car to keep pace
 - 2. The front row fires together at the yellow tire exiting turn four (4)
 - a. Once you accelerate, do not decelerate
 - 3. Once the green flag/light is displayed, the race is on through the field
 - 4. If there is an aborted start, the field will pick up the yellow on the backstraight
 - 5. The offending driver will be warned and we will restart the race
 - 6. Any driver that jumps a second time will be sent to the rear
 - 7. Any driver that jumps after being penalized will be shown the BLACK flag and will not be scored for the rest of the event

- ii. Restarts – additional notes
 - 1. All restarts are single file and nose to tail through the cone on the front stretch
 - 2. Drivers that pass before the cone, hit the cone, or go below the cone will be penalized two (2) positions at the next caution period or at the end of the race – if the cone isn't there, the race is on through the field
- c. Yellow Flag (potential hazard – slow down and get single file until directed by race officials)
 - i. Sportsmanship – keep the show moving!
 - 1. If you have problems on the racetrack, we will give you every opportunity to re-fire your car and keep the show moving – if you know you can't continue and you can safely get off the track, DO IT!
 - 2. If officials determine you are safely on the infield, we will continue racing
 - 3. If officials determine that you are safely off the racing surface and you creep back onto the racing surface, forcing officials to throw the yellow, YOU WILL NOT BE SCORED FOR THE REST OF THE EVENT
 - ii. Caution Rules
 - 1. If you stop on the racetrack as part of the accident, you go to the rear
 - 2. If you make front-to-rear contact (PUNT) with another car, you will join that car at the rear
 - 3. If you spin to avoid an accident and DO NOT MAKE CONTACT, you will receive your spot back as you were running on the prior lap
 - 4. If another competitor parks on your hood, sorry, you didn't avoid the accident
 - iii. SOLO AND UNASSISTED SPINS
 - 1. All drivers will no longer be scored after two (2) solo and unassisted spins in any Preliminary (Heat/Dash/Consi) or Feature event – driver will be sent to the pit area
 - iv. On the initial start, if the caution is displayed, three (3) cars must be involved for all cars to get their spot back
 - v. If two (2) or less cars are involved in a caution on the initial start, all involved cars will go to the tail
 - 1. Remaining starters will move straight up
 - vi. HOT PIT LANE (WORK AREA) – USED FOR FEATURES ONLY
 - 1. Any car that exits the Hot Pit Lane will rejoin at the rear of the field behind the caution cars
 - 2. Only two (2) crew members are allowed in the Hot Pit Lane (backstretch tires, infield)
 - 3. Any crew member that goes onto the track will be ejected from the Hot Pit Lane
 - a. You also risk your team being ejected from the event
 - 4. ONCE YOU EXIT THE RACE TRACK AND GO BACK TO YOUR PIT AREA, YOU ARE DONE FOR THAT EVENT – IN A HEAT/DASH/CONSI, THERE IS NO HOT PIT LANE AND YOU ARE DONE
 - vii. HANGING PARTS
 - 1. All work must be performed in the Hot Pit Lane
 - 2. Officials MAY attempt to remove hanging body panels
 - a. As a general rule, if the official is not successful within three (3) tugs, the car will be sent to the Hot Pit Lane (or off the racetrack in a preliminary)
- d. Red Flag (any dangerous condition – car upside down, fire, grandstand emergency, track is blocked)
 - i. Stop safely and immediately! – Do not drive past the accident scene if at all possible
 - ii. Wait for race officials to direct you to move – this will allow us to achieve the restart line-up
 - iii. All Red Flags are CLOSED – WORK CAN ONLY BE DONE IN THE HOT PIT LANE
- e. White Flag (one lap remaining)
- f. Checkered Flag (race is scored complete)
 - i. Once the race leader crosses the start/finish line under the checkered flag, the race is scored complete
 - ii. In the event the caution is displayed prior to the leader taking the checkered flag, a race not under time limit will have a One-Scored-Lap Finish (Green and white together, then checkered)

- iii. If the caution is displayed after the leader crosses the start/finish line under the checkered flag, all other drivers are split scored with drivers taking the checkered first, drivers not crossing the start/finish line under the checkered flag but taking the white flag next, caution cars next, and drivers two or more laps down last
 - iv. TIME LIMIT
 - 1. ALL TIME LIMITS ARE NUMBER OF LAPS PLUS FIVE (5) – TIMER STOPS DURING RED FLAG
 - 2. If the time limit expires, the race will be restarted and conclude at the next caution period or at the end of the scheduled distance – whichever happens first
 - g. Black Flag (Consultation)
 - i. Unsportsmanlike Conduct
 - 1. Any car black flagged for unsportsmanlike conduct will be scored last, receive last place pay, and could be subject to additional penalties at the discretion of the Race Director and/or the DIRTcar Rulebook
 - ii. Mechanical
 - 1. Any car black flagged for consultation due to safety concerns such as hanging sheet metal/bumpers, open hoods, fuel leaks or loose fuel caps, excessive smoke, flat tires (cars can continue with FLAT LEFT FRONT), etc. will be scored in the position they left the track
 - 2. Consideration will be given to the rest of the field if Race Stewards feel that the signal could cause another driver to misinterpret and mistakenly leave the racing surface
 - iii. Unsafe Speed or Racing Line
 - 1. Consideration will be given to all new or rookie competitors in the interest that they gain experience by staying on the racetrack, entering into new opportunities to learn
 - 2. However, any car that is deemed to hold an unsafe speed or is unable to hold a consistent racing line will be black flagged for consultation
 - h. Scoring
 - i. If 2/3 of the field crosses the start/finish line, the lap may be scored complete (always discretion of the scorers) depending on the locating and timing of the yellow. Generally all cars must cross to be scored complete.
 - ii. Any car that did not cross the start/finish line gets credit for the lap and is scored behind the cars that did cross the start finish line
 - iii. Caution cars line up next
 - iv. Cars returning from the Hot Pit Lane line up last in the order they left the Hot Pit Lane
 - v. LAPPED CARS: All lapped cars STAY IN THE SINGLE-FILE RESTART ORDER UNTIL THE LAST FIVE (5) LAPS
 - 1. If you don't want to restart there, go through the Hot Pit Lane once and join at the rear
 - i. Curfew
 - i. 11pm – it is the racetrack's discretion to run past this time but, EIRI (except in rare instances), we will make every effort to have the show completed by 11pm – Any race unable to be run would be a double feature the next time the class runs at Jacksonville Speedway or could have the purse divided equally to all feature starters
 - j. Conduct
 - i. Any driver who stops his car on the track to protest or initiate an argument will be disqualified
 - ii. Fighting WILL NOT be tolerated!
 - 1. Any person landing a punch observed by Jacksonville Speedway officials will be ejected/disqualified from competition plus any additional penalties prescribed by speedway management
 - iii. Verbal abuse of a DIRTcar/Jacksonville Speedway official WILL NOT be tolerated!
 - 1. May result in disqualification and/or suspension
 - iv. Blatant incidents of rough driving will be subject to penalty, disqualification and/or suspension
 - v. Anyone who destroys race track property, abuses or threatens Jacksonville Speedway officials, and/or enters the scoring tower to debate a scoring decision is subject to penalty, disqualification and/or suspension

Addendum A – Jacksonville Speedway Passing Points & Transfers

Jacksonville Speedway Passing Points Grid												
<- STARTING POSITION ->												
FINISH	1	2	3	4	5	6	7	8	9	10	11	12
1	100.0	105.0	110.0	115.0	120.0	125.0	130.0	135.0	140.0	145.0	150.0	155.0
2	91.5	93.0	98.0	103.0	105.0	113.0	118.0	123.0	128.0	133.0	138.0	143.0
3	83.0	84.5	86.0	91.0	96.0	101.0	106.0	111.0	116.0	121.0	126.0	131.0
4	74.5	76.0	77.5	79.0	84.0	89.0	94.0	99.0	104.0	109.0	114.0	119.0
5	66.0	67.5	69.0	70.5	72.0	77.0	82.0	87.0	92.0	97.0	102.0	107.0
6	57.5	59.0	60.5	62.0	63.5	65.0	70.0	75.0	80.0	85.0	90.0	95.0
7	49.0	50.5	52.0	53.5	55.0	56.5	58.0	63.0	68.0	73.0	78.0	83.0
8	40.5	42.0	43.5	45.0	46.5	48.0	49.5	51.0	56.0	61.0	66.0	71.0
9	32.0	33.5	35.0	36.5	38.0	39.5	41.0	42.5	44.0	49.0	54.0	59.0
10	23.5	25.0	26.5	28.0	29.5	31.0	32.5	34.0	35.5	37.0	42.0	47.0
11	15.0	16.5	18.0	19.5	21.0	22.5	24.0	25.5	27.0	28.5	30.0	35.0
12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0

*Starting position is figured based on the original draw - we do NOT recalculate once the cars hit the track

*Driver that earns points FIRST wins a TIE | *If you scratch (DNS), you receive ZERO (0.0) Points

*If you 1) Elect to start on the rear or 2) Miss the Draw, you will only receive Finish Position Points (DIAGONAL)

*If you know you want to start in the rear (rookie, car isn't running right), don't draw! Please ask to start the rear!

Passing Points Transfers									
Car Count			Heats	Transfer to A	Non-Qualifiers		B-Mains	Transfer to A	Start A
0	to	10 cars	1	10	0	x	0	10	10
11	to	20 cars	2	20	0	x	0	10	Up to 20
21	to	31 cars	3	15	6	16	1	3	18
32	to	44 cars	4	14	18	30	2	2	18
45	to	60 cars	5	14	31	46	3	2	20

Progressive Format Transfers									
Car Count			Heats	Transfer to A	Non-Qualifiers		B-Mains	Transfer to A	Start A
0	to	10 cars	1	10	0	x	0	10	10
11	to	20 cars	2	20	0	x	0	10	Up to 20
21	to	31 cars	3	15	6	16	1	3	18
32	to	44 cars	4	12	20	32	2	2	18
45	to	60 cars	5	10	35	50	3	3	19