

Western Elite StockCar Tour
A Division of the Saskatoon Stock Car Racing Association

Pre-Race Procedure

1. Car must first pass through technical and safety inspection and receive approval sticker. No car will be allowed to qualify without the approval sticker. Reserved decal placement will be part of the technical inspection and must be in place on the race car prior to technical inspection.
2. Any car receiving inspection will be considered a legal entry, but is subject to further inspection as a result of an official's decision or a valid protest.
3. SSCRA/WEST Officials must be notified of changes of driver prior to driver change.
4. Race car shall only be driven by a WEST member holding a valid WEST driver's license.
5. When a driver's meeting is called, it is **mandatory** for all drivers to attend. Failure to acknowledge presence at roll call will result in a back of pack starting position or fine or both in the feature event and no protest privileges will be granted.
6. Smoking is prohibited in the designated technical area.

Qualifying Procedure

1. Only one car may be qualified by a driver.
2. Starting position will be determined by time trials, handicap point system, order of registration and/or random draw. Method used will be agreed upon by SSCRA/WEST officials and will be brought to the drivers' attention before the race.
3. Delayed features (i.e. rain dates) more than 24 hours will be subject to special provisions. Qualified race cars that have been damaged may be replaced with an alternate WEST legal entry and resume in scratch position. Qualified drivers that may have been injured or can't meet their commitment may be replaced with an alternate licensed WEST driver in scratch position.
4. SSCRA/WEST officials may exercise the option of additional starting positions over and above the entry blank for that event.
5. In case of qualifying being eliminated, the starting order will be determined by points or random draw.

Time Trials

1. Order of time trial will be determined by draw at the driver's meeting.
2. All cars qualifying through time trials must do so in the designated time allowed.
3. Two timed laps will be recorded with the fastest time being the qualifying time.
4. If a competitor's time is affected by a timing system malfunction, the competitor has the option of re-timing one or both laps, depending on when the malfunction

occurred. The option to re-time is, to get back to the front of the line as soon as possible and wait for instructions to take the balance of the time trial, or proceed to the rear of the field being timed. The competitor, on notification of a problem must immediately notify the proper WEST official as to which option he will take. No adjustments except tire pressure may be made to the car between the previous attempt and this attempt.

5. In the event of an identical fast time set by two or more competitors, their next fastest lap will determine the qualified position.
6. Any competitor who starts the first timed lap may not enter the pit area for adjustments prior to their second timed lap.
7. When time trials are held on the previous day, WEST officials reserve the right to seal engines or impound race cars.

Race Procedure

1. All drivers must be ready to compete in the event for which they are scheduled. Any driver not ready to compete when called will be sent to the rear of the race or let out of the remainder of the racing events at the discretion of SSCRA/WEST officials.
2. Racing may be started at the discretion of the starter/official in charge, once drivers have been signaled to be ready. Cars not in position will be placed at the discretion of WEST officials.
3. Any driver missing the initial green flag of any race will not be allowed to enter the race.
 - (a) In the event of a driver change during the race, the initial car and driver must complete the first official green flag lap (pace laps do not count) in order to receive points. Otherwise, points are awarded to the relief driver. No driver changes will be permitted from the start of pace laps until after the completion of the first official green lap.
 - (c) Points will be awarded to the driver starting the main feature, not the substitute driver.
4. Any car that does not start, pulls off the track or stops on the track for any reason while on the pace lap will be put to the rear of the field. The field will adjust by moving that line into the vacant spot.
5. Pace laps are set at the discretion of the starter or officials.
6. All feature race restarts will double up with lead lap cars in order on the outside and lapped cars to the inside, with the exception of the last 25 laps where restarts will be single file with lapped cars falling into place at the rear of the field. All restarts during heat races will be single file.
7. Whenever it becomes dangerous or unsafe to continue a race within the discretion of the starter or officials, a race may be stopped.
8. When a race is stopped after the completion of a lap, cars shall line up in the order in which they were running at the completion of the last full lap, except those that caused the stoppage, if any, shall start in the rear of those not involved and in their positions according to distance traveled. Regardless of the number of laps covered, this rule shall apply at all time, and in the event that enough laps have not been

covered for the race to be called complete, drivers will be scored and paid on the positions they would have held in a restart.

9. All races shall be considered finished at the discretion of the official in charge.
10. Caution flags may be completed laps as designated. At designated races and tracks, race will be ended on green flag whenever possible. Procedure regarding caution laps and ending race on green flag to be brought to driver's attention before the race.
11. While on race track, all drivers/cars are under the jurisdiction and control of the starter or official, who communicate his decision and/or instructions by means of flags and corresponding signal lights. Starter's decisions shall be final and subject only to a valid protest according to protest procedures.
12. Driver Changes
 - (a) SSCRA/WEST officials must be notified and approve of any driver change during a race meet.
 - (b) No Rookie drivers may be a relief driver unless authorized by SSCRAWEST officials.
13. All races will end under green flag.

Pit Stop Procedure

1. When a car enters the pit road, the car must come to a complete stop within its designated pit slot before any work can begin.
2. Only three crew members will be allowed over the wall. The pit crew member stopping the car during the pit stop is not permitted to have any tools to service the car.
 - (a) When a pit stop is utilized on pit road, an approved fire extinguisher type "C" must be located within that pit slot.
 - (b) No fueling will be allowed in the hot pits or on pit road.
 - (c) Smoking is not allowed on pit road or hot pit area by anyone.
 - (d) Shorts, bare shoulders and open shoes are not allowed on pit road or in hot pit area by anyone.
3. Major repairs to the race car may only be performed behind the pit wall.
4. Only one jack can be used for any pit stop involving tire changes. The same jack must be used when tires are changed on the left and right side during the pit stop. If the car falls off the jack, a second jack may be used to facilitate the use of the first jack.
5. Only one impact wrench may be used to change tires.
6. When tires are changed on a pit stop, all lug nuts must be tightened on that stop or the car will be brought back into the pits and a penalty will be assessed.
7. No car may be pushed past the stop & go man at the end of the pit road. After the race is underway, cars may be started by hand, pushing in the pit area only.
8. Tires and equipment must be returned over the wall by the crew members as they return over the wall when the pit stop is complete. Race cars running over jack or air hoses, dragging equipment out of the pit area, etc., or not having properly sealed gas cap will have to return to the pit area and will be assessed with a time or lap

penalty. Penalties will only be involved on the observation of a SSCRAWEST official.

9. Tire Rule:
 - (a) You must race the feature on the tires you qualify;
 - (b) Only one tire can be changed during a caution, once during the race;
 - (c) Changing a tire due to a flat is permitted upon approval only. The suspect tire becomes the property of the WEST officials for inspection purposes.
10. In the event of a caution, no car is allowed to pass the pace car while on the racing surface.
11. Cars returning to the race course from the pit area while the yellow flag is out must wait for the rear end of the field in line behind the pace car or as directed by the stop & go man.
12. On tracks that have infield pit areas, the finish line shall be considered to extend from the outside of the track retaining wall to the inside pit wall, and any car rolling through the pits under its own power may legally receive the white flag, the yellow flag or the checkered flag.
13. Pit lane entry person may be utilized at certain race events. Disregard of the flag person or stop & go person will result in a penalty.
14. When the caution signal is initially displayed pit road is closed.
 - (a) Pit road is opened when the pace car has the field following it and the scorer is satisfied that the cars on track are in the proper order. The cars are signaled at the starter stand that pit road is open and must not enter the pit road until they have passed the flagman with the signal displayed. At this time an official at pit road entrance will signal that pit road is open, however the cars must have passed the flagman with the signal displayed to enter.
 - (b) Any cars with severe collision damage that are unable to travel around the track because they are dragging parts or have a wheel running on the rim are exempted and are allowed to enter the pits immediately.
 - (c) During the first lap that the pits are open only the cars that are running on the lead lap are allowed to enter the pits. On the second and subsequent laps, all cars are allowed to enter the pits.
 - (d) Cars may exit the pits when the official at the pit exit signals them to re-enter the racetrack.
 - (e) Pit road speed varies depending on the length and pit road conditions at the race track where the event is taking place. It never exceeds 35 mph. During the pace laps prior to the initial green flag of the event the teams are notified when the pace car is traveling at the maximum speed allowed on pit road. This is to allow the drivers an opportunity to read their tachometers to determine what the speed is in the gear that they will be entering pit road.

Scoring Rules

1. Start of Race:
 - (a) Cars will line up in the designated area behind the pace car. Failure to respond to line up call will result in forfeiture of earned position.

- (b) At the signal from the starter, the pace car will start the field in motion and exit at the designated area.
 - (c) The two lead cars will keep a side by side formation until they are given the green flag.
2. Restarts (Red or Yellow Flag and/or Lights)
- (a) Restart formation: Heat races – cars will be lined up in single file. Feature races – The field will start in double file.
 - (b) Before the completion of one lap, all cars (except those cars classified as accident cars or those that made a pit stop) will start in their original positions. Cars classified as being involved in an accident and cars that stopped at the pits will restart behind those cars not involved, in the order that they were running or in the order they return to the field.
Features: The field will line up double file with all lead lap competitors on the outside row and any/all lapped competitors will line up on the inside row. During the last 25 laps of the feature race, restarts will be single file with lapped cars falling to the rear of the field.
 - (c) (i) When caution laps are not being counted – After the completion of the first lap, but before the completion of the last lap, the competitors will line up in the order which they were running on the last green lap. All cars deemed accident cars will restart at the rear of the field in the order in which they return to the starting lineup.
When caution laps are being counted – After the completion of the first lap, but before the completion of the last lap, the competitors will line up in the order in which they were running on the last green lap. All cars deemed to be accident cars will re-enter at the point of enablement to the lineup.
 - (ii) For the lap to be considered complete, the majority of the competitors must have crossed the start/finish line during a green flag status (a discretionary call that must be made by and only by the scoring team).
 - (iii) If the lap is not considered complete, the previous running order will be used. See 2c(i). The leader will be whoever led the last green lap (unless that competitor was involved in a situation (i.e., the accident that caused the yellow)).
 - (d) If enough laps have been completed – (i.e., one-half of the advertised distance plus one lap) to consider the race complete, the restart lineup will be used as the finish and normal scoring procedures will apply.
Note: Under certain conditions (i.e., end of season) the above rule 2d, may be used before one-half the advertised distance has been completed.
3. Any car spinning out and lingering long enough to cause a yellow or red flag will be restarted at the rear of the field and may, at the starter's discretion, be penalized one lap for delay of the race.
4. Classifying of cars as being involved in an accident shall be at the discretion of the scoring team and officials.
5. In the event a car jumps a restart, the driver will be penalized the same number of positions from the drivers final finishing position as the number of cars passed during the infraction in question.

6. Any competitor stopping on the race track to dispute an official's decision (i.e., scorers, starters, accident starters) will be deleted from the score sheets for that event and any further disciplinary action will be at the discretion of the track officials.
Note: At no time is a competitor allowed to stop on the race track to dispute any decisions.
7. No driver is allowed to get out of their car. No crew member is allowed to approach the car while it is on the race track. The race track is considered to be the area from the outside retaining wall to the inside retaining wall or, if there are not retaining walls, a specified distance from the paved surface. Under no circumstances will a car be attended on the track. It will be placed at the rear of the field or a lap penalty or both.
8. All decisions by the scorekeepers are final. At no time is a competitor or representative to approach the scorekeeper's or starter's stand in order to dispute a decision.
9. No individual or representatives or any group will be recognized in any discussion or dispute unless they are registered and a signed protest has been submitted to the proper track official (see protest procedures).
10. Decisions of the race track officials pertaining to race procedures and position will be final.
11. No car may receive any assistance on the white flag prior to the checkered flag. e.g. getting pushed across the start/finish line.
12. In cases where transponder is used for scoring purposes, it is the team's sole responsibility to have the transponder securely mounted on the race car in the designated area.
13. All rules from 1-11 are in effect while under the starter/official's supervision. Results of racing and restart positions shall be computed by the head scorer according to scoring rules. Penalties imposed by the starter/official for on-track infractions will be assessed by the head scorer in determining restart, finishes and/or results. Head scorer's decision shall be final.