



Nashville Fairgrounds Speedway
625 Smith Avenue
Nashville, Tennessee
smenlen@ddeventsinc.com

RACE FORMAT

Local Racing – April 17, 2021

STREET STOCKS, PURE STOCKS, FRONT RUNNERS

Qualifying will be conducted in groups of no more than six cars. Groups will be determined by practice times, with the slowest cars in the first group. Each group will receive six laps on the clock. Cars may only make one qualifying attempt. An attempt is officially made once the car takes the green flag. Cars must qualify in their assigned group. If a car misses their group, car may not start within the top half of the feature.

Feature Starting Field – Top twenty fastest qualifiers are locked into the feature. The fast qualifier will draw for an invert three through six. The invert will never be greater than half the field. Four cars will transfer from a last chance race, if necessary, to complete the twenty-four car starting field.

LIMITED LATE MODELS & SUPER TRUCKS

Qualifying will be conducted two cars at a time. Each car will receive two laps on the clock. Cars may only make one qualifying attempt. An attempt is officially made once the car takes the green flag. Cars must qualify in the draw order. If a car misses their proper draw position, car may not start within the top half of the feature and will only receive one qualifying lap. In the event a caution is displayed during a qualifying attempt. The car causing the caution will forfeit that lap.

Feature Starting Field – Top twenty fastest qualifiers are locked into the feature. The fast qualifier will draw for an invert three through six. The invert will never be greater than half the field. Four cars will transfer from a last chance race, if necessary, to complete the twenty-four car starting field.

PRO LATE MODELS

Qualifying will be conducted single car. Each car will receive two laps on the clock. Cars may only make one qualifying attempt. An attempt is officially made once the car takes the green flag. Cars must qualify in the draw order. If a car misses their proper draw position, car may not start within the top half of the feature and will only receive one qualifying lap.

Cars will be impounded after qualifying.

Feature Starting Field – Top twenty fastest qualifiers are locked into the feature. The fast qualifier will draw for an invert four through eight. The invert will never be greater than half the field. Four cars will transfer from a last chance race, if necessary, to complete the twenty-four car starting field.



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PRO LATE MODEL & SUPER TRUCK RACE PROCEDURES

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Pre-Race - Cars that are not staged in their correct position on the grid by the time the field rolls onto the track, will be placed at the tail of the field. The starting field will not cross-over. If a car drops out or to the tail, that line should move forward one row. Once the field has been gridded, any car that goes to the pits will restart at the tail of the field.

Starting a Race - All starts and restarts will have cars side-by-side in rows of two throughout the field. The leader should gradually and steadily increase his pace from turn three through the start line in turn four. 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 green flag will be displayed when the leader reaches the start line in turn four. Cars must stay in line through the finish line on all starts. In the event that an initial start or restart is called back, the front row will be assessed a warning. If another start infraction occurs, car(s) will be sent to the tail of the field. After three attempts at a start or restart, the field will be realigned and started single file. On the initial start, the leader must start on the inside front row.

Yellow Flag - There will be no racing back to the caution. When the yellow flag is displayed, all cars must slow to a caution pace and bunch up as quickly as safety allows so safety crews can work on track. All cars must get single file and stay single file until instructed to double-up by race control. If a yellow or red flag is thrown once the leader has taken the white flag, there will be a green, white, checker restart.

Restart Line-up - The field will be realigned according to the last completed lap. Lead lap cars will always be realigned ahead of lapped cars. The leader will have choice, inside or outside at the finish line coming to one to go. All other cars must fall in line with odd positions on the bottom and even positions on the top. All restarts will be double file. Any disputes in track position will be resolved by a call from race control. Failure to lineup in proper position immediately may result in disqualification.

Cause of 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 initial cause of the caution, will get their spots back if they do not go to pit road. 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. Any car causing the caution twice can be parked for the remainder of the race. The car(s) causing the caution on the start or restart will be sent to the tail unless the caution is for a restart infraction. Cars stopping on the track to create their own caution will receive a two-lap penalty.

Pitting - Cars that go to the pits under a caution period for any reason, unless instructed by race control for an inspection, will be placed at the tail of the field upon re-entering. All work on race car must be done within a pit stall on pit road. If car returns to the trailer or work is done on the car outside of pit road, that car will be done for the race. Track officials will not work on race cars.

Pit Road Speed - Pit road speed limit is 30 mph. If a car exceeds the limit, they may be black flagged for a stop and go penalty or required to restart at the tail of the field. Cars may not pass the pace car at any time, unless directed to do so by race control. Driving dangerously through any pit area may result in immediate disqualification.

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. Request to go to the pits should go through the spotter and spotter official. All cars that go to the pits under red must re-start at the tail of the field.

Black Flag - Cars that receive the black flag must go to the pits immediately. Cars that do not go to pits within the first three laps of the black flag being display, will no longer be scored.

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. Cars fighting to stay on the lead lap are not forced to yield to the leaders until they have been passed by the leader.

Free Pass - The first car one lap down will receive the free pass, earning a lap back. Free Pass car will always restart at the tail of the field. No free pass will be awarded within the last five laps. Caution cars are not eligible for the Free Pass.

Spotters – Spotters are required to be in the designated spotters stand during racing activities. Spotters must always have the ability to listen to race control via a standard electronic scanner during the event. The frequency is 454.0000.

Post-Race - Instructed cars must report to the scales immediately following the race. The top three finishers in feature must report to victory lane. Crews may touch the cars only when directed to by track officials.

Scoring - Transponders will be used for scoring in addition to line-scoring backups. Teams must return rental transponder prior to receiving race earnings. There is a \$200 fine for failure to return transponder and/or damaged transponders. Rental transponders must be mounted in an orange transponder mounting pouch.



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QUARTER MILE RACE PROCEDURES

Pre-Race - Cars that are not staged in their correct position on the grid by the time the field rolls onto the track, will be placed at the tail of the field. The starting field will not cross-over. If a car drops out or to the tail, that line should move forward one row. Once the field has been gridded, any car that goes to the pits will restart at the tail of the field.

Starting a Race - All starts and restarts will take place at a consistent speed, with cars side-by-side in rows of two throughout the field. The green flag will be displayed when the leader reaches the start line in turn four. In the event that an initial start or restart is called back, the front row will be assessed a warning. If another start infraction occurs, car(s) will be sent to the tail of the field. After three attempts at a start or restart, the field will be realigned and started single file. On the initial start, the leader must start on the inside front row.

Yellow Flag - There will be no racing back to the caution. When the yellow flag is displayed, all cars must slow to a caution pace and bunch up as quickly as safety allows so safety crews can work on track. All cars must get single file and stay single file until instructed to double-up by race control. If a yellow or red flag is thrown once the leader has taken the white flag, there will be a green, white, checker restart.

Restart Line-up - The field will be realigned according to the last completed lap. Lead lap cars will always be realigned ahead of lapped cars. All restarts will be double file. Cars may choose the inside or outside lane as they approach the choose cone. If a car strikes the choose cone, that car must restart at the tail of the longest line. Caution cars are NOT eligible to choose at the cone. Cars may not change lanes after passing the choose cone. Any disputes in track position will be resolved by a call from race control. Failure to lineup in proper position immediately may result in disqualification.

Cause of the Caution – Only the car(s) directly involved in bringing out the caution will be asked to accept responsibility for the incident. If one car ‘taps’, the other car will realign in their spot according to the last completed lap and the car that ‘tapped’ will restart at the tail of their lap. If neither car ‘taps’, both cars will restart at the tail of their lap. Rough driving can result in penalties including being sent to the tail of the field or possible disqualification from the event. Any car causing the caution twice can be parked for the remainder of the race. The car(s) causing the caution on the start or restart will be sent to the tail unless the caution is for a restart infraction. Cars stopping on the track to create their own caution will receive a two-lap penalty.

Pitting - Cars that go to the pits under a caution period for any reason, unless instructed by race control for an inspection, will be placed at the tail of the field upon re-entering. All work on race car must be done within a pit stall on pit road. If car returns to the trailer or work is done on the car outside of pit road, that car will be done for the race. Track officials will not work on race cars.

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