



**2007**  
**Rules & Regulations**  
**Handbook**  
Price \$5.00

**UNITED STATES RACING ASSOCIATION, LLC**  
**TRACK MANAGEMENT**

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## **INTERPRETATION OF RULES**

San Antonio Speedway regulations contained in this publication are presented in a positive manner. Final translation and rule interpretation are completely at the option of San Antonio Speedway and its Officials in charge. These rules may be amended at anytime to insure safety and fairness of competition.

All equipment is subject to approval of Track Officials. Any alterations or modifications from OEM (stock) not specifically allowed in these rules will be considered ILLEGAL. It is the racer's responsibility to keep his/her car compliant with all applicable rules at all times. Equipment having passed through inspection unobserved will not be considered as approved. Track Officials may assess weight penalties for cars and/or parts deemed as not in compliance with these rules.

Any equipment which does not conform to the specifications or tolerances contained in these rules will not be eligible for approval during the racing season. Any parts deemed to be illegal will be automatically confiscated by San Antonio Speedway.

These rules are written with the intent to make racing as equal as possible and to promote better competition for all participants while attempting to minimize the cost of participation.

It is ultimately the obligation of each participant to insure that their conduct and equipment comply with all applicable rules, as they may be amended from time to time. No expressed or implied warranty of safety shall result from publication of, or compliance with these rules. They are intended as a guide for the conduct of automobile racing and in no way a guarantee against injury or death to participants, spectators, or others.

## **PROMOTIONAL RELEASE**

Any competitor or crewmember that wishes to compete consents to the use of his/her name, pictures of him/her self and car for publicity, advertising, and endorsements both before and after the racing events. All competitors and crewmembers relinquish all rights to photo, audio and video recordings, or other electronic means taken and acquired in connection with events and consent to the publication or sale of such photos as the speedway management so desires.

## **2007 San Antonio Speedway General Rules**

San Antonio Speedway is private property. By purchasing an admission ticket and/or pit pass, the driver and pit crews have been given the authority and right to be on this property in conjunction with race activities. However, the management of San Antonio Speedway reserves the right to revoke or cancel this right at any time it is felt that someone's presence or conduct is not in the best interest of the sport of auto racing, fellow competitors, the fans, the sponsors, or the management of San Antonio Speedway.

The Race Director or Head official in charge of the night's events will have the final ruling and it is final and may not be appealed.

The Driver will be the sole spokesperson and responsible for the actions of the car owner and his/her pit crew in all matters during the event. If the driver is in competition, the registered crew chief assumes this responsibility. The driver assumes the responsibility for the actions of his/her team, including any all unpaid fines.

Unsportsmanlike conduct will not be tolerated and may result in fines and/or suspension. Speedway management reserves the right to remove all enclosed trailers from the infield. Failure to do so may result in fines, suspensions, and/or disqualifications.

### **A. GENERAL RULES**

#### **1. APPEALS**

If a competitor believes that a decision made by Track Officials is improper and subject to appeal he/she may appeal that decision.

#### **2. CAR REGISTRATION and NUMBERS**

The track will maintain a list of car registration numbers for each division. Drivers competing in five or more events during a given calendar year will have the first priority for the following season. In the event of duplicate numbers, the Race Director will make the final decision for that night. Car numbers must be registered by February 11, 2007. After February 11, 2007, car numbers will be given or assigned on a first-come, first-serve basis.

#### **3. DRIVERS SAFETY**

Every driver must wear an approved helmet and flame resistant uniform at all times, including practice and race events. The use of approved head and neck restraint devices (HANS, Hutchins, etc.) is highly recommended. Rough driving on the track and speeding in the pit will not be tolerated. A fire extinguisher in working order in the racecar and a readily accessible ten (10) pound minimum fire extinguisher in the pit area are mandatory.

#### **4. Entries**

The PROMOTER or Head Track Official in charge reserves the right to reject any entry at any time, for any reason whatsoever.

#### **5. FIGHTING**

Fighting will not be tolerated. Anyone engaged in fighting will be fined, suspended, and may be subject to arrest. Absolutely no excuses or exceptions to this rule will be considered.

## 6. FINES and SUSPENSIONS

San Antonio Speedway may issue fines and/or suspensions for failure to observe and obey rules. No driver or crewmember will be able to competition until fines are paid and the length of suspension time is served. This suspension includes restriction from competing in all future SAS sanctioned races, non-sanctioned special events, and other touring series events held at San Antonio Speedway.

## 7. FUEL

All cars must use track specified fuel. Fuel may be tested at any time with a gauge designed to detect the addition of oxidizers. Fuel may also be tested through chemical analysis. A record will be kept of the amount of fuel each car purchases.

## 8. INSPECTIONS

All cars are subject to inspection by Track Officials at anytime and in any manner as determined by said Officials. Failure to report to the tech pad immediately may result in a \$500.00 fine and/or suspension and/or loss of season points, at the discretion of Track Officials. All cars, car parts, components, and equipment are subject to inspection by Track Officials, at any time in any manner determined by these officials. Illegal parts will be confiscated and will become property of San Antonio Speedway. These parts will not be returned. All decisions by the Track Officials are final and are not subject to review or appeal, including the timing and manner of inspection, as well as the selection and type of cars, car parts, components, and equipment. At the completion of the event, the Track officials will determine which cars will be inspected at the post race inspection. Cars chosen for inspection will be considered as impounded, the driver, crew members, sponsors or car owners must surrender the car and may not have access to car until tech officials have completed inspections. Failure to surrender or have repeated contact with car may result in automatic disqualification.

## 9. INSURANCE and INJURIES

San Antonio Speedway carries insurance with a specialized motor sports insurance underwriter for all race events. All injuries must be reported to the Race Director at the time of occurrence. No reports will be accepted after leaving San Antonio Speedway property. Injury claims will not be accepted at a later date. A copy of our insurance certificate is posted on the pit announcement board.

## 10. IRS REPORTING

Anyone earning \$600.00 or more will receive an IRS approved Form #1099 before February 1 of the following year.

## 11. JACK STANDS

All competitors must plate the undersides of their jack stands to make a more stable surface in the grass or dirt and to prevent damage to the asphalt and concrete.

## 12. MINORS

All competitors and crewmembers under the age of eighteen (18) must have a proper and fully-executed Minor's Release of Liability on file. No person under the age of fourteen (14) will be allowed to compete as a driver. There is no minimum age to be granted entry into the pits.

## 13. PAYOFF PROCEDURES

All drivers or designated payee will receive a check made out in their name only. Payoff checks will be available at the pit gate at the next event. Purse checks will be held for 90 days only. The track is not responsible for lost or missing checks. Any replacement checks will cost \$25.00.

#### 14. PIT GATES

The San Antonio Speedway pit gate ticket office will normally close at 8:00 p.m. If anyone arrives after the pit gate ticket office has closed, a general admission ticket may be purchased at the grandstand gate and then it may be upgraded to a pit pass at the main office.

#### 15. PIT PARKING

Each class will have a designated area for parking. The front row will be reserved for the FEATURE division racing that night. NO spaces will be reserved

#### 16. PIT PASSES

All participants must be properly signed in and must display their pit passes and/or wristbands.

#### 17. PROTESTS

If a competitor believes that another competitor has an unfair competitive advantage and he/she believes is in violation of SAS track rules, he/she may protest such actions to the Track Official. The competitor or his/her crew must make the protest in writing before the green flag is displayed for the disputed race. All protests must be specific. For example: either a piston or connection rod may be protested: however both the piston and connection rod cannot be protest in the same document.

A \$200.00 protest fee must accompany each separate protested item; however, a \$750.00 protest fee shall accompany a separate protest that requires the removal of the crankshaft from the engine. In addition, a \$500.00 protest fee shall accompany a separate protest that involves the removal of a piston and/or connection rod from the engine. All protest fees must be in the form of cash. San Antonio Speedway will retain \$50.00 from each separate protest. As promptly as possible, the track officials shall decide whether the matter is eligible for protest, determine the protest outcome and give feed back to the involved parties. If San Antonio Speedway officials decision that the matter is not eligible for protest, the decision may not be appealed. To determine the outcome of the protest, Track Officials may take whatever actions necessary to further the interests of fairness and finality in competition results. Such actions include, but are not limited to, confiscation of illegal parts, revising official race results, finishing position, disqualification, suspension, fines, loss of points or taking no action.

#### 18. RACING EQUIPMENT & SAFETY

Competitors are solely and directly responsible for the safety of their racecars and their racing equipment. Cars with safety violations will not be allowed to compete until all safety violations have been corrected. Competitors and crewmembers are obligated to perform their duties in a manner that will minimize the risk of injury to themselves or others.

#### 19. RACING SURFACE

Unless directed by a Track Official, no persons, equipment, or vehicles of any kind except for racecars are allowed on the racing surface at any time for any reason. The presence of unauthorized persons or equipment on the racing surface may result in a fine of no less than \$50.00, and the associated racecar will either be placed at the rear of the field, lose lap(s) or disqualified.

#### 20. RADIOS

Radios are a privilege, and this privilege may be revoked at anytime for improper use. All radio frequencies used must be registered with San Antonio Speedway. To enhance the spectators' enjoyment of the racing event, all competitors' radio frequencies may be published in the weekly San Antonio Speedway Souvenir Racing Program and may be made available to the public for programming of personal scanners. Failure to provide radio frequencies to San Antonio Speedway officials may result in the loss of all practice time on event nights. Driver frequencies will be periodically monitored by Track Officials.

## 21. SPONSOR RECOGNITION

If a competitor wants his/her sponsors mentioned by the track announcer, he/she must fill out a driver's profile form and keep it updated. ALL SPONSOR UPDATES MUST BE SUBMITTED IN WRITING.

## 22. SUBSTANCE ABUSE

There will be NO DRINKING OF ALCHOLIC BEVERAGES or USE OF ILLEGAL SUBSTANCES BEFORE OR DURING THE RACING PROGRAM. The track reserves the right to test for alcohol, drugs or controlled substances at any time. Drivers and/or crewmembers violating this policy will be severely disciplined including suspension, fines, and arrest.

## 23. TIRES

All tires used for competition must be tires specified and remain as manufactured. All original factory markings must be complete and intact. Tire soaking will not be allowed. Testing may be conducted with a durometer or a "sniffer" device. NO allowance will be made for any additive in or on any tire. Decision of Track Officials is final; San Antonio Speedway reserves the right to impound tires. There will be a minimum durometer reading to be determined.

## 24. WEIGHT PENALITIES

Weight penalties are intended to conduct fair and equal competition between competitors in the same division. Weight penalties will be assessed as fairly as possible. Weight penalties will not be assessed for safety violations. Cars with safety violations will not be allowed to compete until such violations are corrected. Most weight penalties are for that night's event only and are usually used for visiting cars from other tracks. A visiting car is defined as a car that competes only once at San Antonio Speedway. If a car competes more than once, it must conform to the 2007 San Antonio Speedway Rules and Regulations handbook. **This ruling is at the discretion of the Head official in charge.**

## B. Race Procedures

### 1. INVOLVED RULE - Judgment Calls

- a. When a Yellow Flag is displayed, the drivers should reduce their speed and line up behind the Pace Car or as directed to line up by San Antonio Speedway officials.
- b. A Yellow Flag is used to reduce the effect of a hazard on the Track. SAS Officials will determine how long a Yellow Flag is needed and how many Yellow Flags laps are needed on a case-by-case and race-per-race-basis. Each driver can assist in shortening the length of a caution period by getting in line as directed by the SAS Officials as quickly and safely as possible. The line-up and scoring will revert to the last completed Green Flag lap before the Yellow Flag was thrown.
- c. Based on the judgment of the Competition Director, all cars involved in an accident that requires a Yellow Flag (or Red Flag) will be restarted at the rear of the field in the order in which they were running on the last completed green flag lap.

C-1 If a car spins to avoid the incident that brought out the yellow flag and does not hit any of the other cars involved, that car may be restarted in the position they were running on the last completed green flag lap before the incident at the discretion of the SAS officials. For instance, a car spinning into the infield to avoid contact may be reinstated at the discretion of the Competition Director.

C-2 If a car spins to miss the incident that brings out the yellow and is clearly not involved in any way in the incident that brings out the yellow, and, in the opinion of the SAS Officials, clearly attempts to avoid the incident but makes contact with the cars that are involved anyway, that car may be reinstated at the discretion of the SAS officials.

C-3 There may be rare occasions when it is obvious to SAS Officials that one car purposely and deliberately rams or “takes out” another car during competition resulting in a caution period. In those rare instances when this is true, the “victim” may be reinstated at the discretion of SAS officials.

C-4 If the leader of the race is involved in an incident with a lapped car that brings out a yellow flag, SAS Officials may, at their discretion, reinstate the leader if, in the judgment of SAS Officials, the lapped car was at least partially responsible for the incident.

d. Drivers may not hold up the resumption of racing by stopping on the track to dispute calls made by SAS Officials. Drivers who delay the resumption of racing by continuing to dispute a call after being instructed to resume their position will be black-flagged and not scored for the remainder of the event. Additional discipline may also be administered, if necessary, including eviction from the speedway.

e. Any car that causes two solo caution periods in a race or is involved in three incidents in a race that causes a caution period may be black-flagged for the remainder of that event at the discretion of SAS officials.

## 2. JUMP STARTS

Anytime a driver gains a position on another competitor before the green flag/light has been displayed, it is considered JUMPING. The penalty for jumping will be two (2) positions per car jumped at the next caution or at payoff, whichever comes first. For example: if a driver jumps one car when he/she is running 5<sup>th</sup>, the driver will restart the race in 7<sup>th</sup> place following the next caution. If there is no caution for the balance of the race and the driver finishes 5<sup>th</sup>, he/she will be paid for the 7<sup>th</sup> finishing position.

## 3. OFFICIAL START OF THE RACE.

The race is officially started when the Flagman waves the original green flag.

## 4. RESTARTS

On all Restarts, all cars must close up on the lead car nose-to-tail. The lead car is to run at a moderate speed and not vary from that speed until the green flag is shown. The flagman will restart the race when the lead car reaches the designated starting point. Drivers may not pass to the left before the start/finish line. After the green flag is display and the driver reaches the designated point, he or she may pass to the right before to the start/finish line. After crossing the start/finish line, the driver may pass at will.

## 5. PACE VEHICLE

Under caution, NO competitor shall pass the pace car (truck). If the pace car is not on the track during the caution, NO Competitor shall pass the lead car. These rules apply at all times, unless otherwise superseded by a Track Official. These rules include racecars entering, on and exiting pit road.

## 6. PIT ROAD SPEED

Pit road speed is SLOW, SLOWER, and REALLY SLOW! Cars must proceed in a slow cautious manner at all times in the pits and on pit road. Excessive rates of speed will result in fines and other penalties

## 7. STARTING GRID

All cars must line up in their correct position on the track or on pit road at the beginning of the pace laps. Any car not in line when the pace laps begin will forfeit his/her position, and must start in the rear. Any car that enters the pits during the pace laps has officially started the race and may reenter the racing surface at any time.

## 8. START OF RACE

Once the pace laps have begun, the race will have officially started even though distance and time are not yet being measured. Any car entering the pits and reentering the racing surface before the green flag is displayed HAS made a pit stop and must start in the rear. Any car that enters the pits during the pace laps has officially started the race and may reenter the racing surface at any time.

## 9. ROUGH/MIRROR DRIVING

In the event, a driver causes another driver to spin, or bumps to get another competitor to get a passing advantage, and it appears to be intentional in the opinion of Track Officials, a penalty will be assessed. Driver intent is not judged, only the results of the incident. Normally this means being put to the rear of the field or a black flag stop and go. More severe penalties may be levied for repeat offenses or for extreme cases. This is a judgment call on the part of the Race Director and cannot be appealed

## 10. SPOTTERS

The spotter's job is to inform the driver of danger, communicate information about situations on the track and provide information about their racecar. A spotter should be the source for a driver's attempt to block competitors from trying to pass. Profanity and foul language will not be tolerated on radio transmissions. All spotters must convene at the designated spotters' area that will be announced in the drivers meeting

## 11. TIME LIMITS

San Antonio Speedway reserves the right to place a time limit for all events. When Track Officials choose to impose the time limit, an attempt will be made to run two green flag laps (green, white, checkered) and complete the event under the checkered flag. If there is a need for an additional caution flag during this period, the race shall be considered complete. There will be No second attempt to finish the race under green flag laps. The following will be used as a guideline Race Length Time Limit

10 Laps 15 Minutes

15 Laps 20 Minutes etc.

## C. SCORING and LINE-UP PROCEDURES

### 1. FEATURE RACE LINE UP – Late Model

The feature race line up will be determined by the driver's average finish the last four (4) weeks the track held competitions. The averages will be inverted from lowest to the highest. If a driver misses two consecutive events, he/she will be considered as a new driver and will not carry a point average for that night's events. If he/she only competed 3 of the 4 weeks, then his/her average will be divided by 3, using the finishes for the nights they actually competed to determine their weekly average. The competitor carrying the highest average will start no farther back than the 12<sup>th</sup> position in the weekly line-up. If more than 12 drivers are present who carry a point average and are not locked into the top 12, they then will be lined up in descending order from highest average to lowest average, followed by any new cars or cars not carrying an average.

## 2. FEATURE RACE LINE UP – SUPPORT DIVISIONS

The feature race line up will be based on the results of qualifying (heat) races. The line up for the heat races will be based on a four-week point average, inverted lowest to highest. The number of qualifying heats will be determined by car count. The top finishers in each heat race will assume the front positions of the feature race using point averages, inverted by lowest point average to the highest point average. If only one heat race is held in a division, all drivers will be included in the feature event. If two heat races are held, the top 12 finishers in each heat race will start the feature. If three heats are held, drivers will qualify to advance eight cars from each heat race to the feature event. The feature race will be lined up with drivers carrying a point average first, inverted lowest to highest, with the high point average driver starting no farther back than 12<sup>th</sup> position. Remaining positions will be filled by drivers with a point average who were not among the top point average finishers in a heat race, from highest average to the lowest average. The balance of the field will consist of new drivers and the top three finishers from the B-main (if needed).

## 3. LAP/TIME PENALTIES

Upon the direction of the Race Director, the scorers will assess all lap and/or time penalties.

## 4. LAPS UNDER CAUTION

A Competitor cannot lose a lap under caution except in races where caution laps count.

## 5. POINT AVERAGE SYSTEM – SUPPORT DIVISIONS

A points' average system is used to line up the qualifying races (heats) and determine the starting position in the feature race. Point averages are recalculated weekly. The point average is based on the previous four (4) nights the TRACK has been raced. It consists of the total number of track points the driver has accumulated in the previous four weeks the track has been raced divided by the times they have competed, up to four (4) races. After the first points' night, each competitor that participates the first night and has returned to race the next night may then be lined up by a point average (inverted). Any driver starting after the first night of competition will not have a point average score and will be required to start at the rear of the field in the heat races. The driver will also be ineligible for the top positions in the feature race. New drivers will be lined up behind cars carrying a points' average. Any driver missing two races in a row after they have established a point average will be treated as a new driver the first night they return. A feature race disqualification will not be calculated in a driver's point average score. If a driver is disqualified in a feature event he/she must start in the rear of the field the next race competition.

## 6. QUALIFYING RACES (HEAT RACES)

Qualifying races for starting positions will be held before the feature events. Track Officials will determine the number of qualifying races and number of cars for each race. This qualifying line up will be announced or posted before the start of each race. Heat events will be lined up with a total inversion of competitors carrying a points' average with new cars behind them. Drivers must run their assigned heat race. If a driver is having mechanical trouble, with authorization for the Pit Stewart or Race Director, the driver may drop to the rear of the last qualifying heat.

## 7. QUALIFYING RACES (HEATS) LINE UP

Point averages will be used to determine starting position for the qualifying races, from lowest to highest, followed by drivers with no current point average, and then new drivers.

## 8. RACE START PROCEDURES

All initial starts will be made double file. Each car should stay in line and keep pace with the rest of the field. When the pace car pulls onto pit road, the pole sitter should gradually bring the field up to speed, and must be smooth (no brake checks or jump, etc). The race does not begin until the flagman has displayed the green flag. The flagman starts the race not the competitors on the front row. On the initial start, no car should pull out of line or otherwise gain an advantage on the car in front until he or she has crossed the start/finish line. Normally, the penalty for improperly starting the race will be a yellow flag, a rolled up black flag will be pointed at the car improperly starting. After improperly starting the race again, a repeat infraction will result in a fully-extended black flag, and the driver will be required to make a complete stop and go on pit road, followed by a penalty start at the rear of the field.

9. SCORING/RESULTS

Line-ups, point average, and finishing results are final and are not eligible for appeal.

10. TIMED QUALIFYING

Qualifying length will be normally two laps. The green flag will be thrown the first pass by the flag stand, followed by a white flag and then checkered flag. Pills (numbers) will be drawn to determine qualifying order. Any competitor missing his/her spot by more than two (2) positions will qualify last and will only be eligible for one lap of qualifying. In the event of duplicate qualifying times, the driver with the fast remaining lap will be given preference.

11. TIME QUALIFIED LINE-UP

Timed line-ups will be the fastest time from the pole position, Second fastest will line up second and so on. After the line-up has been set then the top 10 or up to half the field (which ever is less) will redraw for their starting position. This procedure is for local division, where time trials are used that night to determine there starting positions. Point averages will not be used on these nights.

12. POINTS SYSTEMS

Heats		Feature	
1	10	1	50
2	9	2	48
3	8	3	46
4	7	4	44
5	6	5	42
Etc	Drops by 1 point	Etc.	Drops by 2 points per position

D. FLAG and LIGHT RULES

1. Green Flag / Light “GO”

Green flag or light signifies the official start or restart of any race. At the starter’s signal or when the yellow lights are turned off during the parade lap, it is the starter’s signal that he is prepared to start the race. All cars are to close up, hold their position and keep pace set by the caution car or pole position lead car. If the yellow light has been turned off, drivers should expect the green light/flag.

2. Yellow Flag/ Light “Caution”

The yellow flag signifies “caution” and this flag will be given to the first car passing the start/finish line immediately following the occurrence of the cause for caution. When the yellow flag and/or lights are displayed, all cars must slow to a cautious pace and maintain their position at a reasonable speed. Reasonable speed is at the judgment of the SAS Official in charge. Competitors causing the yellow to be

displayed will be allowed one unassisted spin in a qualifying heat and two unassisted spins in a feature event. During championship or longer distance races, more unassisted spins may be allowed. This decision will be announced at the drivers meeting.

### 3. Red Flag/Light “Race Stopped”

When the Red flag and red lights are displayed, drivers should reduce speed immediately and come to safe and complete stop. Drivers continuing to proceed around the track without coming to a complete stop may be penalized a lap, placed to the rear of the longest line or could be disqualified. All drivers must be ready to restart the race at the command of the starter. Any driver not ready to restart will go to the back of the longest line or may be disqualified from the event.

### 4. Red Flag/Light with Yellow Light “Race Stopped – Proceed with Caution”

When the red flag and the red and yellow lights are displayed after the red flag, drivers should proceed slowly and cautiously to the start-finish line or to a location directed by the Track Officials. Any cars with major damage must make all repairs in the pit area. If any car stops and receives assistance while on the track from their pit crew, or anyone else, the driver shall be disqualified from the event. No one is allowed on the racing surface other than SAS Officials.

### 5. Passing Flag (Blue with Diagonal Strip)

The blue flag with a diagonal yellow or orange stripe signifies that faster traffic is overtaking. Cars being given this flag should be prepared to yield to overtaking traffic. Any car that deliberately ignores the starter’s signal or attempts to either hold up or block the leaders advance, may receive the black flag or be reverted to the rear.

### 6. Black Flag

The car number displayed under the flag stand is receiving the black flag. A Black Flag means that the driver should go to the pits immediately. A report to the Track Official in the pits does not mean automatic disqualification. However, failure to obey a black flag will result in disqualification, suspension and or fines. After receiving the black flag, scoring will be halted until a pit stop has been made and a SAS Official releases car. Any car displaying excessive smoke will receive the black flag. Any car endangering the safety of others because of poor handling, defective equipment, reckless or rough driving shall be black-flagged.

### 7. White Flag

When the white flag is displayed, it means the leader has started his/her last lap. The checkered flag will always follow the white flag. If in the opinion of the Race Director, the leaders can not make it safely back to the checkered flag, the yellow may be displayed. The race will then be restarted and end with a green, white and then checkered and could possibly go one lap over the posted distance.

### 8. Checkered Flag

- a. When the checkered flag is displayed, it means the race is finished. When the lead car has completed the required distance, the race will be declared “Official”.
- b. When the checkered flag is given to the leader, the balance of the field receives the checkered flag in the same lap. Finishing positions will be scored according to the most laps traveled in the least time, regardless of whether the car is running or not.
- c. The driver receiving the checkered flag first in any feature race, plus those directed to by the SAS Official in charge, must bring his/her car to the “Winners Circle” or designated area and remain there until released by the SAS Official in charge of the event.
- d. The driver must take the checkered flag to win the event.