

2009 UFO Race Championship Procedure Rules *Revised 8/11/09*



The following rules are designed to provide orderly conduct and to establish minimum acceptable requirements of the events. By participating in the events, the participants are deemed to have complied with these rules. These rules do not express or imply a warranty of safety or guaranteed against injury of any extent. These rules are subject to modification at any time by officials.

TRACK OPTIONS—All options will be announced at the drivers meeting.

1. CAR SPECIFICATIONS

All UFO car rules will apply as outlined in the Super Late Model tech rules. Unlimited motor cars will weigh **2,250** and will be permitted **40"** rear deck, **8"** spoiler & braces. **Option 1** rules will permit Spec motor cars to weigh **2,200** with **40"** rear deck and **12"** rear spoiler & braces, plus **4" x 32"** front nose spillboard with **1"** ridge. **Option 2** rules, Spec motor cars will weigh **2,250** and will NOT be permitted to use the spillboard. **Weight/spoiler rule adjustments** may be announced during the season according to motor-type performance. **Any change in weight limits** will be announced at least **7 days** before the event. **Late model cars only.**

2. LAPPED CARS

Lapped cars will be aligned behind the last lead lap car in the order in which they crossed the finish line on the last lap they were scored, regardless of the number of times lapped. However, if a lapped car has re-passed lead lap cars during green flag racing and is making progression, it may be permitted to retain its position in the lineup. Track has option to advance **1** or more of the highest position car(s) that are **1** lap down to the lead lap during a caution/red. Lapped car(s) may be advanced for the entire race or until any specified lap. Cars that are **2** laps down will not be advanced. Cautions cars will NOT be advanced back under any circumstance.

3. ON-TRACK REPAIR

Track will have the option to pull sheet metal on the track, or to send cars to the pits to pull sheet metal according to home track rules. No pit crew is permitted on the track at any time. Driver may not exit the car during an event except for emergency situations.

4. COURTESY LAPS

Track will have the option to allow for courtesy laps for flat tires only. If allowed, only **1** or **2** courtesy laps may be allowed.

5. BLUE FLAG/YELLOW STRIPE

Track will have the option to use the blue flag/yellow stripe according to home track rules and flagman preference.

6. WEIGH-IN

A minimum of **5** cars must be weighed for the feature event, and all cars qualifying for the feature from the heats and consolations must be weighed. Track has the option to weigh more cars according to home track procedures.

7. STARTING GRID & PROVISIONAL STARTERS

Base feature starting grid is normally **24** cars qualifying from the heat and consolations races, but may vary slightly according to track size, the number of qualifying races or other factors. Provisional starters may be included in the base starting field or may be added on top of the base starting field. All races will include at least **1** provisional UFO driver. Track has the option to add provisionals to the grid based on the UFO provisional procedure, consolation finish or track criteria.

Drivers starting in the pre-determined base starting grid including the **1st** UFO provisional will receive the full pre-determined payoff regardless of starting and finishing position. The track has the option to add bonus provisionals to the field in addition to the pre-determined starting grid. If bonus provisionals are added, the drivers will be notified by the track of status and given the option to start the feature race. **Bonus provisionals payoff** will be based on feature finish position (- less payoff for **24th** position) + tow money.

When UFO point provisional drivers are added, the provisional starters will be awarded to the highest finishing driver(s) in the consolation events among the top **4** point drivers with perfect attendance that have not qualified for the feature. If less than **4** non-qualified drivers have perfect attendance, only those drivers with perfect attendance will be eligible. If all drivers with perfect attendance have qualified, the provisional starter will then be determined by the top **4** point drivers that have missed **1** event, etc. If **2** drivers that are eligible for the provisional starter have finished in the same position in separate consolations, the priority will be the driver with most UFO points followed by the running order of the consolations.

If only one driver from the attendance tier that is eligible for the provisional has not qualified for the feature through their heat races, that driver will not be required to run a consolation. However, any driver that does not qualify through a heat or consolation and starts the feature as any type of provisional will receive consolation/dnq points regardless of feature finish position. A driver must appear on the track with their car under its own power in order to be eligible for the provisional.

Cars will be aligned by redraw cars qualified through heats, then other heat cars, consolations cars, UFO provisionals, other provisionals, drivers using backup cars and alternates. For a scheduled twin features program, cars will be aligned by **1st** feature finish with an inversion, then backup cars and alternates.

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8. TWIN FEATURE FORMAT

Track has the option to run a twin features format (2 features, split payoff, 1 set of heats) on any event if pre-scheduled and advertised as twin features. If this format is used, a random draw of 3 or 4 sealed envelopes will determine an inversion of the 2nd feature race. The inversion possibilities will be 10, 12 or 14. The track will have the option to include an inversion possibility of 16. Each feature will award ½ of the standard points for each position.

9. ENTRY FEES

The entry fee has been eliminated for any event with less than \$25,000 feature payoff. Each track will determine entry fees for races with more than \$25,000 feature payoff. Tow money will be at least \$50 over entry fee. Track has the option to pay additional tow money to offset entry fees.

10. CAR TECHNICAL/UNSPORTSMANLIKE CONDUCT DISQUALIFICATION

Cars disqualified for spec motor or other major infractions will lose all winnings for that event and all points for the season. Cars disqualified for other technical infractions will be paid for last place. If a driver is disqualified by track or UFO officials for unsportsmanlike conduct during the racing program, the track will make the decision to withhold prize money or pay the driver for last place. UFO officials will make the decision to award or withhold points for a driver that is disqualified for other technical infractions or unsportsmanlike conduct depending on the severity of the infraction.

STANDARD PROCEDURES—All tracks.

11. RACE FORMAT

Format: Draw for heat race position. Redraw should be held in front of the grandstands if possible. Draw and redraw should be from sealed envelopes. Heat races should be at least 1 lap for each car entered in the race, with track option to add additional laps according to track size and event format. Tracks may redraw additional cars if the race is over 51 laps.

Number of heats	Heat finishers to redraw	Number of heats	Heat finishers to redraw
2 heats	6 cars	5 heats	2 or 3 cars (track option)
3 heats	4 cars	6 heats	2 or 3 cars (track option)
4 heats	3 cars	7 or more heats	2 cars

12. POSITION DRAW & DRIVERS MEETING

Pill draw cut off time will be determined by the track. Driver or crew may draw for position. One draw for any driver for each event regardless of who made the initial draw and/or if car or car number changes before the draw closes. One draw for each car regardless if driver changes before the draw closes. Drivers that have drawn cannot switch heat races. **A car that is registered to compete in any other division at an event cannot compete in the UFO Super Late Models during that event.** Drivers that do not draw, including late arrivals, will be allowed to start the tail of a heat race or consolation. Drivers are responsible to attend the drivers meeting to obtain all information that is discussed.

13. RACE STARTS & RESTARTS

All restarts will be double file except restarts with 1 or 2 laps remaining the heats and consolations will be single file. Leader will get choice of lanes, with 2nd taking the opposite lane. The leading car of the 2nd row will go to the inside of the 2nd row, the next car will go to the outside of the 2nd row, etc. in all types of restarts. Lapped cars will go to the rear, ahead of caution cars and cars returning from the pits on each restart. Starting point for all restarts will follow home-track procedures.

Track has the right to declare single file restarts at any time depending on circumstances. Single file restarts will follow home-track procedures.

For all restarts, the pole position/leading car will set a constant pace from the beginning of the back straight to the designated starting point. The second front row car/all other cars are responsible to keep that pace. The pole position/leading car may NOT start to accelerate until it has reached the designated starting point. The green will be displayed when the pole position car starts to accelerate. The second place car may NOT be ahead of the pole position/lead car when the lead car starts to accelerate, or that will be declared a false start. If there are 2 false starts, both lead row cars will be moved back to the second row. Additional violations may result in disqualification. All cars must remain in line SQUARELY behind the leaders until the green is displayed. Cars may NOT drop to the inside or pull to the outside of the leaders until the lead car begins to accelerate.

Drivers that jump on any start will be penalized at least 2 positions plus an additional position for each additional car that was passed at the start AT THE NEXT CAUTION PERIOD OR FINAL FINISH, whichever comes first. A start will NOT be called back for a jump except for front row cars.

If 1 car drops out of the original lineup after the cars take the track with 0 laps complete, the row will advance for the restart. If more than 1 car drops out with 0 laps complete, the cars will be crossed over for the restart.

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14. RACE RE-ENTRY

Cars may pit and return to the track during any race with permission of the entry official **according to home track procedures**. If a car re-enters after the green is displayed but before the next lap is scored, the location of the entry onto the track will determine if the car is on the lead lap or lapped.

15. CAUTION CARS

Cars that will be sent to the rear as caution cars will include:

- >all cars that have are stopped at the time the caution appears,
- >all cars that become involved in an incident with contact after the caution has appeared and
- >any car that is determined to have caused another car to spin or crash.

Only cars that stop without contact after the caution has been displayed will retain the position in which they were last scored. If a driver attempts to plow through an incident to avoid stopping, the driver will be black-flagged. Cars that drive away from an incident before the caution comes out without causing further incident will retain their positions. In cautions involving a large number of cars, all cars stopped may be put to the rear regardless of contact status.

Restart order will be lead lap cars, then lapped cars, caution cars and cars returning from the pits. Caution cars will be realigned by the order in which they were last scored.

If a car spins and does a 360-degree spin to try to continue, and the yellow is displayed for safety reasons, that car will be sent to the rear. Cars cutting through the infield to gain position will be moved to the rear of the cars that are on the same lap on the next restart, or in the final finishing order if the race is not restarted.

Cars involved in an incident or pitting will be subject to be sent to the rear once the green flag is displayed.

16. ROUGH DRIVING PENALTY

If officials determine that a car has caused another car to spin out, BOTH cars go to the rear. This is to prevent rough driving and blocking. Cars that "plow through" other cars at an incident will be black flagged. Any car that makes intentional contact with another car under non-racing conditions will be subject to disqualification from that race or the entire event.

17. EXCESSIVE/INTENTIONAL CAUTIONS

Any car that causes **2** cautions in a heat race or consolation will be disqualified. Any car involved in **2** unassisted cautions (no contact from another car) or **3** cautions in any race will be disqualified regardless of fault. Any car that causes an intentional caution will be disqualified. For cautions with a large number of cars where all stopped cars go to the rear, officials may determine a no-fault situation in regards to caution disqualification count.

18. LAP SCORING

If the leader plus one car has crossed the line, that will be scored as a lap. Any cars not being scored on that lap will get the position they held on the last scored lap, except caution/red cars. If the caution appears before all cars cross the start/finish line on the final lap and the leader has taken the checker flag, the race will be complete and finishing order for any car not scored before the yellow appears will be determined by the order in which they would have restarted.

19. RACE COMPLETION

Feature races must run **2** consecutive laps to the finish. Heat and consolation races may run **1** lap to the finish. A race can be called complete any time that the top **2** cars have been scored under the halfway flags. A consolation race may be called complete if the number of cars running equals the number of transfer positions.

20. FINAL FINISHING ORDER

Finishing positions will be determined by the order the cars cross the finish line. For cars that have completed the same number of laps, cars that have completed the most recent lap will be placed first, in the order they completed that lap.

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21. CHANGE OF CAR/DRIVER & ALTERNATE QUALIFIED DRIVERS

Drivers may attempt to qualify only one car in any division for each event, but back-up cars will be permitted in the case of equipment failure. Drivers/cars cannot be changed after the initial event registration/draw without permission from the Race Director, including back-up cars. Any driver/car change that is not reported to the pit tower official will result in disqualification.

Qualification will go to the driver, not the car. Any driver changing cars after the initial draw will go to the rear of the next event in which the driver is scheduled, but driver will retain qualification in a consolation or feature race. Any car changing to a non-qualified driver will be considered a new entry and will go to the rear of the next available race. Driver changes after a heat race is complete will result in loss of qualified position for the car and will require the car to start the rear of the consolation race. Driver changes after a consolation race will result in loss of feature qualified position for the car. A car that is registered to compete in another division at the event cannot be used as a back-up car.

If a driver that has qualified for the feature is unable to start the feature, the alternate(s) will come from the highest finishing cars from the consolations. Among drivers with the same finishing position in multiple consolation races, the priority will be by the running order of the consolation races. If a driver qualified for the feature redraw has withdrawn from the event or goes to a backup car, no alternate drivers will participate in the redraw.

22. POINTS SYSTEM

Driver earns all points for each event, not the car. If an event is scheduled to run a twin feature format with 1 set of heat races, each feature will award half of the listed points. If an event runs a double feature format with 2 sets of heat races, full points will be awarded for each feature. Events that are double features because of a partial cancellation of a previous program award full points for each feature. Alternate drivers that replace qualified drivers for the 2nd feature of a twin features program and all provisional drivers including bonus provisionals will receive consolation/dnq points regardless of finishing position. If the promoter expands the announced feature starting grid after the heat races have started, those drivers starting in the added positions will receive consolation/dnq points regardless of finish. All other drivers competing in the feature will receive the points assigned to their finishing position. Point system is as follows:

1st-100 2nd-96 3rd-93 4th-91 5th-90 6th-89 7th-88 8th-87 9th-86 10th-85 11th-84 12th-83 13th-82 14th-81 15th-80 16th-79
17th-78 18th-77 19th-76 20th-75 21st-75 22nd-75 23rd-75 24th-75 25th to last -75.

70 for all drivers that appear on the track in a car under its own power that do not run the feature in a completed event. If event is cancelled after one race of any division has begun, all drivers signed in will earn 70 points.

23. POINT BONUS

Each track will contribute funds to the driver point bonus. At the end of the season, each track may issue separate checks to all point bonus winners based on the percentage of races that each track completed. Tracks may also pay their bonus to other tracks so the combined bonus may be issued to the drivers in once check. Example—if tracks issue separate checks and a track completes 30% of the races, that track will issue checks to 1st, 2nd, 3rd, etc. for 30% of their point fund winnings.

100% of track contribution and sponsor contributions will go to the point fund or will be used to purchase driver awards.

24. PROTESTS

Protests must be presented to the home track head pit official in writing within 10 minutes after the completion of the race with the protested car accompanied by the full protest fee and administrative fee. A car must finish in the top 7 in the feature to be protested. The written protest must state clearly the item(s) of protest, and can only be requested by an owner with a car in competition during that racing event. Only the owner and/or driver of both the protesting and protested cars may be present at the officials protest inspection. In the event of a scoring protest, only the driver may protest to the head scorer. A scoring protest must be made in writing no later than 15 minutes after the conclusion of the race. If necessary, the track may impound motor for a protest for later inspection.

\$200 administrative track fee in addition to the following protest fees:

\$200 to verify body and spoiler measurements, wheelbase AND setback. \$200 to verify cubic inch displacement, external motor parts AND head, block and manifold material composition. \$200 to pull intake manifold. \$200 to pull transmission, clutch OR rear end. \$400 to pull one head. \$800 to pull crankshaft. \$200 for other general protests that do not require disassembly. Other protest fees at official's discretion.

The home track will have the option to retain or refund all or any part of the administrative fee. The protest fee will be given to the protested car owner if legal and returned to the owner of the car filing the protest if illegal. Cars disqualified for spec motor or traction control infractions will lose all winnings for that event and all points for the season. Cars disqualified for other infractions will be paid for last place and will lose points for the event only.