

Northwest Pro4 Alliance 2009 Race Procedure Guide

In an effort to keep everyone informed on how the Northwest Pro4 Alliance race day program will work we have developed this guide. Please place this guide in your race car book so you have it to refer to when we're at the track. All of the Northwest Pro4 Alliance Staff members will also have this information as well. One thing everyone has to keep in mind is that we are at the direction of the race track so at anytime this guide could be over-ruled. For the most part it will hold up. In 2009 all teams must be registered teams

Conduct:

Every car owner is responsible for all of their team members, not just pertaining to the crew but any person signing into the pits with that car/team. Any conduct unbecoming will be dealt with as follows:

1. A written warning for first offense
2. The next offense is a \$250.00 fine to be paid to the NP4A

Please keep in mind that this is a five race series and we hope our drivers, crew and fans can control themselves for five events, if you have a problem find a NP4A Staff person and tell them.

Protest:

To file a protest against any competitor you must be a registered owner in good standing. You must file your protest in writing within fifteen minutes after the conclusion of the feature event along with \$250.00 in cash. At that time the NP4A Board will review the protest, if they feel it is warranted the matter will be turned over to the Chief Technical Inspector and his staff. This is a serious matter and if you choose to protest please make sure you have a good reason.

Payoff:

In 2009 the Northwest Pro4 Alliance CFO, Brad Carpenter, will be mailing your purse checks the Tuesday after the race. Trying to do a cash payoff has become very hard as the race tracks would much rather cut us a check. We also had to take the time factor into consideration as a lot of teams do not want to wait, they would rather head for home or the motel. We appreciate your understanding in this matter.

Technical Inspection:

Technical inspection will be done in your pit spot by NP4A Staff members, rules will be randomly selected by NP4A staff and checked. All cars will be safety checked so please check seat belts. Any belt older than Jan.06 will need to be replaced, and newer belts that appear to be in poor condition may also be required to be replaced.

The Alliance has some excellent safety equipment sponsors so use them if you need to replace items. Window nets, roll bar padding and personal race equipment are items of interest due to insurance.

At this time the NP4A would like to start sealing engines. We would like you to prepare your engines so that after pumping them we can install a seal. As long as our seal is in place and is not tampered with you will not have to be pumped again.

At the end of the night the top three cars will be pumped for engine size, this is not up for discussion, if you elected to have your engine sealed you will not have to be pumped if the seal checks out. If you refuse to allow NP4A staff to pump your engine you will be DQ, and you will not receive points or payoff.

Scales:

The scales will be open from the time we get into the pit area and get set up till prior to the feature event.

You will need to give the scale operator your **race weight**; this is the weight you are required to run under the NP4A rules. This can be done at anytime during the day up until qualifying, if you have not done so by then you will not get to qualify until you do.

You may also use the scales to make any chassis adjustments you may need during the day.

Please remember to tell the scale operator your **race weight** when you decide it's correct.

Decal placement:

All cars must carry all NP4A Sponsor Decals at all events, this is mandatory unless you have justifiable cause not to.

If you need a decal pack ask any staff member and they can point you to the promotions table. If you need replacement decals please ask.

Your cooperation in this matter helps us get the prizes we give out. Remember we do not ask you to place any decal on your car that you do not have a chance to win their product.

One other thing to keep in mind: If you run any other decals than those provided by the NP4A, **please do not have a company that is a competitor to our sponsors.**

Example: *JE Pistons gives us piston rings so please don't place a Total Seal rings decal on your car. The only exception would be if Total Seal is sponsoring you, then we would not ask you to run the JE decal with the understanding you would not get the JE rings.*

We want to be able to show our sponsors that we appreciate their help. Everyone did a great job last year, as shown by Neal Latham (below).



Provisional Program:

The 2009 Provisional Program is in its second year and we, here at the Alliance, feel it was one of the best programs we have put in place. We will once again start off at the first race with last years points and after the WVSO event we will revert back to the current 2009 point standings.

The teams that are eligible are those who ran all four events in 2008. All drivers using their provisional will still have to start the B-Main and make a few laps.

The teams that are eligible for the 2009 Program are as follows:

#41 Kameron McKeehan
#10 John Grosvenor
#6 Rob Powers
#1 Kurt Madsen
#72 Terry Rennick
#03 Steve Thompson
#9 Cody Stewart
#5 Wayne Dillon
#8 Matt Melby
#11 Bud Rumsey
#3 Tom Keehan
#2 Johnny Rumsey
#80 Travis Allen
#72 Secord/Cronk
#20 John Jackson
#24 Neal Latham
#65 Eric Kaas

Race Program:

The race program starts before you get to the pit gate. If you have minors that need a release form completed please take the time to contact Bob Copley so that he may put you in touch with the right person at the track. By doing so will allow you to get into the track with ease on race day.

Once at the track, keep in mind that at WVSO and Yakima you will have to unload your car and trailer and park them in a tow rig parking lot.

Upon arrival a member from each team must check in at the NP4A promotions table next to the scales, this way we know you're there and we can get a line up for the track and our staff ASAP.

Also keep in mind that the Technical Inspection Staff will come by for safety inspection and to check selected rules from the rule book.

All times for hot laps, qualifying, and racing will be posted at the NP4A promotions table. Decal packs can be picked up there as well as sponsor catalogs, flyers and the current points.

The NP4A will run heat races at some events and when we do please be careful and use them for a hot lap session. There will be no points or money for heats. At some tracks we will run a fast dash and a slow dash no points for these either, just a trophy. On quarter mile tracks the fastest sixteen (16) will be locked into the A-Main, four will transfer from the B-Main and two provisional will complete the 22-car field. The remainder of the field will run a B-Main and maybe even a C-Main if

the car count reaches 35 or more. On 3/8 to 1/2 miles tracks the fastest twenty (20) will be locked into the A-Main and the same number of cars will transfer as explained above.

The invert will come out of the hat as fast time will draw an 8 or 10 or 12 car invert. Trophy dashes are 4 laps, heats are 10 laps and A-mains will be 75 to 100 laps in distance depending on who we race with that night. B-Mains will be 25 laps with a straight up start and C-mains will be 15-20 laps, straight up.

The draw will take place at the drivers meeting held at the scales prior to the start of racing. While at the pit meeting, check out the posted line-up for your starting spot. If you are on the first three rows of the A-Main you must be ready and in the line up early so the rest of the field can line up behind you.

*Please give the **Race Coordinator** your full cooperation as he has a big job to do!*

Racing Surface

No one is allowed on the racing surface at any time or for any reason unless that person is directed to go onto the racing surface by a NW Pro 4 Alliance or Hosting Track Official. VIOLATION OF THIS RULE WILL RESULT IN IMMEDIATE INDEFINITE SUSPENSION at the discretion of the race director and/or the hosting track.

In the event of a wreck, NO ONE except authorized safety personnel and NW Pro 4 officials are allowed on the track. We let the trained officials do their job.

Drivers Meeting

A mandatory driver's meeting will be held each week prior to the actual race.

One crew member from each team must attend with the driver.

Roll call may be taken.

Any driver **not present by the roll call** must forfeit his starting position and start at the rear of the field.

Caution After White Flag Is Displayed

If on the white flag lap the yellow flag is displayed, all cars will go back to the last green flag lap. The race will end under a green, white and checkered situation.

Making Up/Losing Laps Under Caution

Lapped cars cannot make up a lap under caution.

No competitor can lose a lap under caution.

No racing back to the yellow flag.

Lap Penalties

The Race Director will assess all penalties.

Scoring Re-Checks

A request for a scoring re-check will be honored if requested within fifteen minutes of the posting of the finishing order.

The request must be made through the Race Director.

After that fifteen minute time period the finishing order will become official, unless adjustments are necessary based on post race inspection.

Rough Driving

In the event a driver causes another competitor to spin, and, in the opinion NW Pro 4 officials, it was anything other than a normal racing incident you will be penalized.

Being penalized means being put to the rear of the field, however more severe penalties may be levied for repeat offences or in extreme cases.

This judgment call on the part of NW Pro 4 officials is not subject to appeal.

Any driver intentionally hitting another car under caution or after completion of the race will be parked immediately, penalized, and/or fined.

Do not get out of your car while on the track for any reason. Any driver stopping his car and getting out on the track to confront another driver or official will immediately have their scoring stopped and be ordered to the pits, parked, penalized, and/or fined.

Driver Change

In order for a driver to receive points and prize money, the driver must start the race.

Driver changes will not be permitted once the pace laps start until after the car completes its first scored lap.

All driver changes must be authorized by the Race Director.

Race Start Procedure

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 bring the field to the green flag at a gradual and consistent pace (no brake checking etc).

The race does not begin until the flagman waves the green flag

The flagman starts the race, not the competitors on the front row; they are only responsible for pacing the field.

The race director has the option of starting the race single file if a successful attempt by the front row to start the race is not obtained.

Repeated unsuccessful attempts by the front row could result in their starting position being relinquished and either or both drivers sent to the rear of the field.

Passing On The Initial Start

No car will be permitted to pass to the inside until he or she crosses the start/finish line.

A penalty for improperly starting the race may be imposed in the form of a black flag, requiring a complete stop on pit road.

Caution Before One Lap IS Completed

In the event of a caution before one lap is completed, there will be a complete restart. All competitors will start in the same position as the initial start. In the event a competitor is unable to restart, or rejoins the field after the one to go is given, that row will move forward one to fill the vacant spot. No Criss-Crossing.

Caution After The First Lap

In the event of a caution after the first lap is completed, the lap count will revert back to the last completed green flag lap.

If you are pushed or towed to the pits you must start at the back of the pack.

Any cars stopping or spinning to avoid an accident are considered to be involved. There is no 'spin to avoid' rule.

Refusal to take your position in line as directed by the officials will result in a black flag.

The line-up will be established according to the last completed lap.

When a caution is displayed, each driver should hold their position and reduce their speed immediately.

There will be NO racing back to the yellow flag.

Restart Procedures

After one lap has been completed, any caution period will result in a single-file restart.

When the pace car pulls in, all competitors must stay in a close formation (no laying back, no accordion restarts).

The race leader must maintain a steady pace. No brake checking.

Qualifying

Two lap qualifying attempts may be given to all competitors at the discretion of NW Pro 4 officials. In the case of identical lap times, the position goes to the driver who posted the time first.

No driver may attempt to qualify more than one car (1) per division in time trials or qualifying races.

Should a car spin, only one additional attempt may be allowed (if immediately requested). The race director shall make the final decision.

If the time trials are not completed due to weather or other circumstances, heat races will be lined up based on current points and the main event will be lined up on the heat race finishes, giving all competitors equal opportunity to qualify for a main event starting spot. If the time trials and heat races are not completed due to weather or other circumstances, the main events will be lined up based on current points with one position added at the race director's discretion.

Start/Finish Line

While the start/finish line is considered to extend across the pit road, a green flag can only be taken on the tracks' racing surface.

At the Race Director's discretion, cars entering the racing surface from the pits, as the field takes the green, may be considered to have taken the green flag with the field, provided they leave the pits after all cars on the track have passed the entrance to the track.

Race Distance/Length

Races will be run the scheduled or advertised length/number of laps.

Caution laps will not count unless specified.

All races will be run until the leader has completed the advertised distance.

The race can be considered officially completed after the halfway mark has been reached by the leader, provided circumstances make it impractical to complete the race within a reasonable period of time after it has been stopped.

Races stopped after the halfway point will be considered a full race.

Start Of Race

Once the pace laps have begun, the race will be considered officially started, even prior to distance/time being counted.

Any car entering the pits and re-entering the racing surface before the green flag is displayed can reclaim his starting spot UNLESS the one-to-go signal is given while the car is in the pits, then the driver must start at the rear of the field.

Any car that enters the pits during the pace laps will be credited with officially starting the race and may re-enter the racing surface at any time, even after the initial green flag, with permission from the Race Director.

Line-Ups/Starting Grid

All cars must be lined up in their correct positions on the track or pit road at the beginning of the pace laps.

Any car not in line when the pace laps begin will forfeit their starting position and must start at the rear of the field.

Black Flag

If you receive a black flag for any reason, you must slow down and pull into the pits immediately for consultation.

Failure to honor the black flag will result in the car no longer being scored and additional penalties could incur.

If the race has concluded and the driver has not responded to the black flag, the Race Director can impose penalties by removing laps previously credited to the driver as completed.

Post Race Inspection

At the completion of the race the top three finishers must report to the scale house for post- race inspection.

Other cars may be chosen at random to report to inspection, at the discretion of the Race Director & Technical Director.

Failure to submit to post-race inspection will result in the driver being disqualified and receiving NO points.

Failure to submit to a post-race inspection a second time or on a recurring basis will result in the driver not being allowed to compete in future events and/or being fined.

When cars are weighed after the race, the only additional fluids that may be added to make weight will be a maximum of 2 quarts of motor oil in the engine, enough racing fuel to top off fuel cell and enough water to top off the radiator.

Pit Road Speed

Cars entering or leaving pit road must maintain a reasonably safe speed as to not endanger other teams, track officials or spectators.

Obvious violations will be penalized as explained in the pre--race drivers meeting, by a stop and go penalty and/or \$50.00 fine.

Spotters:

All spotters must report to the NP4A promotions table at the start of the day and find out when and where the spotters meeting will be held. Any team without radios must still have someone report to the NP4A promotions table for instructions.

Rookies:

All rookies must report to the NP4A sign in table at the start of the day and find out when and where the rookie meeting will be held. All rookie teams must ATTEND THE MEETING, have a Yellow rookie stripe on the back of their cars.



Rookie Stripe

Points:

All teams that attend will get points. Qualifying point will be given out as follows; fast time will receive one point for every car that is at the track. *Example:*

If 32 cars sign in, fast time will get 32 points. It will drop by one point until it reaches 11 points. Any car that breaks or cannot compete will receive 10 points simply for getting to the track and signing in. A-Main points from 1st to 22nd then B-main points from 1st non transfer, 23rd to last.

Championship Points

1st	100
2nd	95
3rd	90
4th	87
5th	84
6th	81
7th	78
8th	75
9th	73
10th	70
11th	68
12th	66
13th	64
14th	62
15th	60

16th	58
17th	56
18th	54
19th	52
20th	50
21st	48
22nd	46
23rd	44
24th	42
25th	40
26th	38
27th	36
28th	34
29th	32
30th	30

After 30th place the points will drop by one point per position:

31st = 29
32nd = 28
33rd = 27
34th = 26
35th = 25

And so on to the last car.

**NO POINTS FOR
TROPHY DASH OR
HEAT RACES**

Track Support:

Many of the tracks we go to will not have tire, parts, or fuel services so please bring what you need to get through the night. It would also be reasonable to bring a generator so that you will be certain to have electricity in your pit. Some of the tracks have just parking spots in the pits, no water or power.

Race Flyers:

All race teams will receive a race flyer prior to all events. If you know of a team that dose not have internet capabilities please have them contact Bob Copley, so they can be placed on a hard copy mailing list. They need this important information, let's help them get it.

Photos:

Mike E. Wright will be the series photographer in 2009. Mike will be sending photos to Inside Track Magazine and IT Weekly. If you need on track racing action shots Mike is the guy to see.

Winners Circle:

Scott and Julie will once again be doing the post race Winners Circle photos. This includes the series sponsors banner/hat dance. This is very important to our sponsorship efforts and it is a way to honor our event winner. This year we want the team to be there with the driver. Please try to look organized and follow Scott and Julies instructions and it will go quickly.

Also if you can do crew uniforms this year it would help greatly.

Julie will have photos, results and event information on the website as soon as possible, remember they have to get back home to California. All photos taken by Scott and posted on the website will be in printable format to allow you to print what you like.

Thank You:

It's our sincere wishes that each and everyone of you has a fun and exciting 2009 racing season as each and everyone of us here at the Alliance will do what ever we can to help you have achieve that.

Please remember that you can stop us at anytime to ask questions, make suggestions or just say hi. We will only ask that if you're upset please treat us the way that you would want to be treated.

This is the biggest and most demanding Northwest Pro4 Alliance Schedule ever. We will be visiting Yakima and Spokane County Raceway for the first time and they are both big fast tracks that will demand your utmost attention as a driver.

I know you're up to the challenge and I can't wait to see all of you this season.

Please print this off and share with your crew and maybe even put it in your tool box to be referred to as needed.



Northwest Pro4 Alliance 2009 Schedule



May 1st
Practice/Registration/Tech (Optional)

May 2nd
Rockett Brand Racing Fuel 75



June 20th – Yakima Speedway



July 18th – Spokane County Raceway



August 8th – Stateline Stadium Speedway
Northwest Pro4 Nationals III



September 5th – South Sound Speedway
*Northwest Pro4 Alliance
Championship Night*