

2011 Apple Cup Race Procedures & Tire Rules

Race Procedures (for all classes)

- On original start, no passing until after the start / finish line. Cars must stay completely behind the car in front until past the start / finish line. Only exception to rule is if a car in front has an obvious problem (missed shift, etc.) and evasive action must be taken. That decision will be at the Race Directors discretion and is final.
- Re-starts- On restarts all passing must be done to the right until past the start / finish line and only after the Green Flag is displayed.
- Yellow Flags / Cautions- When the Yellow Flag is displayed there will be no racing back to the start / finish line. There will be no positions lost or gained on the track after yellow flag is displayed. Scoring will count 2 laps of each caution period (main events only). This will be 2 laps after the completion of the competition lap in which the yellow flag came out on.
- Competitors will be allowed to work on their cars while the track is under a Red Flag condition. It is encouraged that extensive repairs (anything more than a flat tire, minor body repairs, etc.) take place behind the pit wall. If a Track Official approaches a team to request that a car is to be taken behind the wall that team must comply immediately. Failure to do so could result in disqualification. These orders come from the Race Director and not the individual Track Official, please respect their instruction.
- Starts or Re-starts from the leaders perspective. The lead car will accelerate at the point of the white line in turn four. The leader sets the pace and holds a consistent pace for the entire lap with “one lap to go green” until the front of his/her car reaches the “acceleration line”. It is to the Race Directors discretion as to whether or not the pace being set by the leader is acceptable or not. Communication from the tower to the driver will be relayed through the flagman and/or spotter. The leader will have 2 attempts (warnings) the third will result of the loss of the lead position and will be sent to the back of the field.
- There will be no “10-lap rule”. Any restart within 10 laps to go to complete the main event, cars will be lined up as they received the yellow flag. Lap down cars, if they chose, may drop back in the field to the rear of the lead lap cars. This is encouraged.
- Top 3 finishers in each main event will be stopped on the front stretch for trophy presentations.

Tires- Super Late Models

- All cars must qualify, run qualifying heat race and start main event on the same set of 4, stamped and approved, tires. Qualifying heat race length will be 25 laps.
- Any tire changed during the main event, during a yellow or red flag condition, must be losing air or flat. These tires must be left on the Hot Pit side of the wall until checked and released by Yakima Speedway Officials. After inspection, tire must be moved away from cars hot pit area and untouched by crew. **Any crew that has tampered with a tire, valve stem, etc. to create a flat condition will have their car disqualified from the event.**