



## 2019 East Coast Mini Stock Tour

### POLICY & PROCEDURES

Last Updated (January 25, 2019)

#### **DISCLAIMER**

The rules and procedures set forth herein are designed to provide for the orderly conduct of racing and to establish minimum requirements for such events. These rules and procedures shall govern all events, and by participating in these events, all participants agree to be bound by all of these rules and procedures and are solely responsible for ensuring they have fully complied with these rules and procedures. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND PROCEDURES. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The Race Director or Director of Competition shall be empowered to permit minor deviations from any of the specifications or to impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of the rules is left to the discretion of the officials. Their decision is final.

## **WELCOME**

The following is information on how events in the East Coast Mini Stock Tour are organized and the rules that govern them. The rules and the procedures describe the guideline for the conduct of participants and conditions in which all competitors will abide by. It is essential that you know and understand them. Every attempt will be made to apply them firmly, fairly and justly. Ignorance of the rules will not be accepted as an excuse for infractions.

The ECMST reserves the right to final interpretation of all rules and specifications. Any situation not specifically covered in the rules or procedures will be decided upon by the Race Director or Official in charge.

These regulations are a guideline. Unfortunately it is impossible to cover every situation that can arise. All descriptions may be subject to except in rare instances rule. Rules are subject to change with the intent to provide sufficient notice.

For additional information refer to [www.eastcoastministocktour.com](http://www.eastcoastministocktour.com)

## **GENERAL**

All participants must register the car, car owner, car number & driver(s) with the ECMST  
ECMST Members and crew members must abide by host track rules.

Any vehicles, which enter the pit or track area, are entered at the vehicle owner's risk. The ECMST assumes no responsibility for damage to or loss of equipment, vehicle, or any parts, by any means whatsoever.

Any participant or crew found in violation of the ECMST or host track rules may be subject to further disciplinary actions by the ECMST.

Any members not registered with the ECMST prior to the first race will have all payable funds withheld until payment is made and/or payment is fulfilled.

## **SUSPENSIONS AND REINSTATEMENT**

Before being reinstated a participants must be approved for competition by the ECMST. All decisions are the opinion of ECMST and are solely administered by the ECMST, without the right of appeal.

After any suspension, rejection, penalty, or restriction from participation has been issued to the participant, whether verbally or in writing, The ECMST reserves the right to review the individual's circumstances on a case-by-case basis.

## **SAFETY**

Safety is top priority at the race track. Whether it is driving on the track, in the pit area, in the stands or viewing areas, or working on a vehicle, we must all be aware of the natural hazard that negligence toward safety can create in the racing environment.

Any participant who has been injured (no matter how minor the injury) must report to the first-aid attendants and the participating track management at the time of the accident.

## **PIT PARKING**

Certain tracks may have paved or concrete stalls. Stalls may be rented by the facility, or used on a first-come first-served basis. Each track has its own policy. Check with the ECMST officials for track policies.

RACE DAY SCHEDULE (Subject to track cooperation)

Race day schedule is subject to the track and other organizations racing that day. Notice will be given as soon as possible.

## **DRIVERS**

Drivers must be 16 years of age or over.

All drivers /car owner must complete an East Coast Mini Stock Tour competitor registration form. There may be times when two or more individuals wish to share the driving of a car. The second driver will be considered a co-driver. The Race Director must be consulted to ensure compliance with the intent of the rules.

A substitute driver can represent the regular driver. However, the regular driver is still responsible for his car. Any action taken by the substitute driver, and/or crew, or by officials in regard to the car, could affect the regular driver.

## **ROOKIES**

New drivers racing in the ECMST could qualify for rookie status. A rookie driver must not have attempted more than 2 feature races with the ECMST prior to the start date (first race) of the current season and has not won a race or title in a division equal or higher than the ECMST.

Drivers seeking rookie status must make application to the ECMST. Acceptance or rejection can be made at any time at the discretion of the Race Director. The driver must disclose all previous racing experience. If officials request proof of rookie status, the obligation will be on the driver to provide it. Two or more rookies sharing the driving on one car will qualify for rookie status. They will be listed as one in the point standings. Acceptance will be at the discretion of the ECMST Officials

## **NUMBERS/ SCORING**

Each car entering competition will be assigned a number by the ECMST Tour officials based on a first come first served basis, only upon completion of payment and registration for the ECMST. The number will be used to identify all activity associated with that car

## **CARS**

A driver will sign in to only one car per event. A driver will only attempt to race one car per event. Driver changes before the main feature must be brought to the attention of the officials prior to the car going onto the track. In the event the ECMST officials are not aware of the driver change prior to the driver entering the racing surface, the car will start at the back of the qualifying race and may be subject to further penalty at the MMS Tour officials' discretion.

Drivers, car owners, sponsors, crew members, or anyone associated with a car, shall have no claim against the racing facility, The East Coast Mini Stock Tour, or its sponsors, officials, agents or contractors by reason of disqualification, penalization or damage to vehicles, personal property, or personal injuries.

## **DISQUALIFICATION**

Any car to fail technical inspection after the heat race or feature lower than A-main forfeits the position finished and will start at the rear of the feature behind all cars, if they are still qualified. They will also receive last place points for the heat race or feature less than A-main. Any car to fail technical inspection after the A-main feature forfeits the position finished and will receive 55 points for the A-main or last place points, whichever is the lesser amount.

Any prize money will be adjusted to include the technical disqualification.

Any driver to receive a black flag for rough driving, or an instance where the ECMST deems fit for a driver disqualification will receive 0 points for the night and forfeit all prize money. Driver may also face fines or suspensions.

Any driver who is on an active suspension from another race track, weekly series or touring series will not be able to participate until there suspension has been lifted.

## **INSPECTION**

All cars are subject to pre-race inspection. Cars may not be permitted on the racing surface until they have been inspected.

The East Coast Mini Stock Tour officials reserve the right to inspect any car at any time. Officials will determine inspection items.

Once a car has failed an inspection, it could be required to show that corrections have been made before the car is allowed to compete in future East Coast Mini Stock Tour events.

Only the driver and one crew member are permitted within the tech area with their car for post-race tech inspection unless specifically asked by the technical inspector, however all attempts will be made to make the technical inspection area open to view.

## **CHAMPIONSHIP POINTS**

At each event points will be awarded to the car number and registered driver of that car number.

You are allowed to use a substitute driver or replacement car but not both in the same event, one needs to remain original.

Officials must approve changes In the case of substitute drivers, championship points will be awarded to the number of the car. In an event with a held over feature, where two features are held on the same day, any car unable to compete in the second feature, due to mechanical failure or

damage sustained in the first feature, will be awarded last place points for the second feature. Should a car break prior to the first feature, and it was able to compete on the original date, it may be credited with last place points for both features. All situations will be at the discretion of the officials and must be brought to their attention prior to the start of any affected feature. All cars that attempt to compete will receive a minimum of last place points per event. The drivers whom attend 80% or more events are eligible for the points, the Rookie of the Year, the Most Sportsmanlike Driver, the Hard Charger and the Best Looking car and will be awarded trophies/awards at the annual Awards Banquet.

## **PAYOUTS**

All drivers will receive payout based on official finishing position. Any driver who travels more than 250 km each way from their registered address to the track based off google maps will be eligible for tow money. Any driver who travels over the Confederation Bridge or ferry regardless of kilometers traveled will be eligible to receive the tow money.

A driver must run all ECMST issued contingency decals to be eligible for full championship pay. These can include, but are not limited to, fender decals and windshield banner.

## **QUALIFYING**

Qualifying formats are determined before the beginning of the racing. They are based on the number of entrants that register, the time permitted and other factors at the event.

Drivers whom are not at the drivers meeting, or registered before the drivers meeting, and a driver whose car did not report to technical inspectors prior to going onto the track for practice, and did not get permission , will start at the back of the their heats.

## **LINEUPS AND ATTENDANCE (UPDATED)**

Any car that has broken in practice will be considered a participant, and will be given last place points.

The race that a car is listed as being eligible for is the only race it may enter. No car may join a different race (heat or feature) unless permitted to do so by the ECMST Officials

Lineups will be listed on the pit lineup board **immediately following the drivers meeting**. Drivers are responsible for knowing which event they are in and for getting to the lineup area on time.

Cars that do not make it onto the track and past the start/finish line before the leader completes one lap shall not be credited with entering that race. Late entries, entering the racing surface before the green flag is displayed will be placed at the rear of the field.

Any car that arrives late and has not passed pre-race technical inspection, does not complete at least 1 lap of practice or goes onto the racing surface before passing technical inspection will start at the rear of their heat race.

## **PRACTICE**

Raceceivers are mandatory and must be function properly during all practice sessions. Practice format and procedures refer to the tracks procedures.

## **POINTS SYSTEM**

Feature Races			Heat Races
1st – 110	11th – 84	21st – 64	1st – 10
2nd – 105	12th – 82	22nd – 62	2nd – 9
3rd – 100	13th – 80	23rd – 60	3rd – 8
4th – 98	14th – 78	24th – 58	4th – 7
5th – 96	15th – 76	25th – 56	5th – 6
6th – 94	16th – 74	26th – 54	6th – 5
7th – 92	17th – 72	27th – 52	7th – 4
8th – 90	18th – 70	28th – 50	8th – 3
9th – 88	19th – 68	29th – 48	9th – 2
10th -86	20th – 66	30th – 46	10th – 1

## HEAT AND MAIN FEATURE LINE UPS

Heats will be lined up by drawing numbers 1-50 at the beginning of the drivers meeting; the lowest number starts first in the first heat, second lowest, second and so on.

The winner of the first heat will be placed on pole for the feature. Second heat winner to the outside pole (2<sup>nd</sup>), third heat winner will be inside second row (3<sup>rd</sup>), second in the first heat will be outside second row (4<sup>th</sup>) and so on (5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup>...).

A field inversion can be put into play by the race director, if he/she chooses to do so drivers will be notified at the drivers meeting prior to the day's events

Last race feature winner from the current racing season will start at the rear regardless of inversion.

Any driver who accepts the "Pole Challenge" will start the feature at the rear of the field behind the most recent feature winner.

Any car that has broken down in practice will be considered a participant. Attendance will count as far as points money is concerned provided the breakdown is accepted as legitimate by the race director. Any car that has been black flagged or disqualified for any reason (awarded neither points nor money for their feature), will also not count that night towards their handicap.

## RACE PROCEDURES

The race director and/or flagman shall enforce flagging and track procedures. Anyone disobeying or ignoring outlined procedures or a flag could be subject to disciplinary action.

**Green Flag** – Indicates the race is in progress. When the green flag is displayed by the starter, at the start of the race, cars must maintain position until they have crossed the starting line. The pole position car should determine the start or restart by maintaining pace car speed until the green flag is waved indicating the start of the race. False starts will be yellow flagged and all cars will be expected to return to their start/restart lineup immediately. Those deemed to be responsible for the false start might be penalized at the discretion of the officials. Cars that do not maintain speed could be penalized.

**Yellow Flag** – Will be displayed when the field must be slowed. Once the yellow flag is displayed all cars will slow immediately, hold their position, and move into single a single file line. Cars that do not slow down and get into a line once the yellow is displayed, or cars that continue to race back to the start/finish line could be penalized.



**Red Flag** – When displayed all cars must come immediately to a safe stop. Cars involved in bringing out the red flag will be placed at the rear of the field.

**White Flag** – Indicates the leader has started his final lap of competition. All other cars will be shown the white flag to indicate their final lap. No car may receive assistance on the white flag lap to gain or maintain a finishing position. After the leader has taken the white flag the next flag (checker, yellow or red ) ends the race.

**Checkered Flag** – Indicates the completion of the race. All cars are to do one single file cool down lap after the Checkered Flag.

**Black and Orange Flag** – Is shown to a competitor who is having apparent mechanical issues, the competitor must go to the pits. Should he be able to make repairs, he can rejoin the field at any time during the race. Ignoring the Black and Orange flag could result in a Black flag.

**Blue with Orange/Yellow stripe** – Indicates the leaders are approaching. Drivers are expected to be courteous and observe this move-over flag, move to the inside line and not run interference to the leaders.

**Black Flag** – Indicates a driver is under penalty. The driver has 3 laps to leave the track and return to his pit area. The driver should remain in his pit area. The offending car and driver could be disqualified for that race, that event, or additional events and be subject to further action by the East Coast Mini Stock Tour.

Should a driver receive one or more warnings for rough driving throughout the season, the driver could receive a black flag, and be penalized or suspended for an entire event or longer.

Black flag penalties could result in a loss of positions, awarding of last place points for the effected race or event, no points and/or money for the effected race or meet, and/or further action by officials.

Any Car deemed to be a hazard (for whatever reason) by the officials, may be given the black flag and ordered off the track.

## **RESTARTS AND RESTART LINEUPS**

Whenever the yellow flag is thrown, cars are expected to stop racing and slow down immediately, hold their positions, get into single file as soon as possible, and continue back to the start/finish line. Cars, which make it back to the start/finish line without incident, will be lined up according to their last completed lap. Cars, which brought out the caution, were part of the incident, or did not get back to the start/finish line with the field to take the yellow, will be placed at the rear of the field. Once the

yellow flag is thrown there will be NO passing. Any car, which may have contributed to the situation and not lost positions, could be subject to disciplinary action. On both red flag and yellow flag situations, lineups will be determined from the last completed lap.

There could be times where cars are lined up using the previous restart lineup.

Cars, which cause two or more yellow flags in any race, may be parked. Any competitor who intentionally causes or attempts to cause a yellow flag by stopping, spinning out or other action will be subject to disciplinary action. Such action could include the loss of laps or positions.

On restarts cars will be lined up in the order they crossed the start/finish line on the last scored lap based on their current running lap, all cars that are one or more laps down will be put to the rear of the lead lap cars in the order in which they crossed the line. Restarts will be double file. Cars involved in the caution or cars returning from the pits will start at the rear of the field

Only in a restart situation, the can the leader make a lane choice, the leader may choose to start on the inside or outside, all other positions besides the leader and second place line up as normal, third place inside fourth place outside etc.

Once the field has been lined up and a car drops out, the line that the car dropped out of moves up. No crisscrossing. The car that pulled out must go to the rear of the field.

The green flag lap on a restart will count as a completed lap. Cars returning from the pits must cross the start/finish line before the leader starts his second lap following the restart to avoid losing a lap.

A yellow flag before the entire field has taken the green on a restart could be considered a false start.

Any car coming out of the pit area and joining the field prior to the lineup being completed must wait at the track entrance until invited to join the field by the officials. Ignoring the officials' signal could result in the car being sent back to the pits.

The yellow flag will remain out until the race director determines that it is safe to resume the race.

Cars must hold their restart position and formation until the green flag is thrown.

The leader must maintain pace speed until the green flag is thrown. The outside car cannot pass the leader until the green flag is thrown. In the event of a false start the car or cars involved could be instructed to change places with the car immediately behind them.

## **COMMUNICATIONS**

Cars are not permitted two-way communication but must have only one operational raceceiver set to the frequency of ECMST officials. . Instructions, lineups, penalties, general information will be broadcast over the raceceiver, and the driver will be expected to follow through. Drivers without an operational radio will receive a mechanical black flag and shall return to the pits to have it repaired.

## **OTHER SITUATIONS ON TRACK**

Cars re-entering the track from the pit area, under green-flag conditions, must do so in a safe manner.

Any driver, who in the opinion of officials, intentionally hits another car at any time, could be disqualified from the race in question or the entire event and could be subject to further action at the discretion of the East Coast Mini Stock Tour officials.

Any car that is deemed to be causing unnecessary interference to the rest of the field could be subject to corrective action at the discretion of the officials.

Cars on the track under yellow flag conditions that receive assistance will be placed at the rear of the field. Any car on the track under a red flag situation that require a push to get restarted will resume their place in the field.

Following the completion of each race, all drivers, except the winner and any others directed by officials, shall proceed around the track and enter the pit area.

## **DRIVER INTRODUCTIONS (when called for)**

Race cars and drivers will proceed to the front stretch and park, as directed by officials, in an orderly fashion. Driver should keep fire suit fully fastened, place helmet on the roof of the car, and stay by the drivers door of their car. When their name is called they should wave to the crowd and shake the hands of the people in the reception line.

Only one crew member per car will be allowed on the track with the car during the entire Driver Introduction Ceremony.

Following the introductions, the driver will belt into their car and wait for the command to start engines. Once the driver is ready, the crew member on the track with the car will raise one hand in the air.

## **VICTORY LANE**

The top three finishers will stop on the front stretch or the designated Victory Lane area. The drivers will be available for interviews over the PA system, and with the media, as directed by officials. The top three drivers will be available for photos.

No crew members can approach a car on the racing surface, before, during, or after an event, without the presence of, and permission from an East Coast Mini Stock Tour official.

## **BEHAVOIR AND CONDUCT**

Every East Coast Mini Stock Tour participant is to conduct themselves in an appropriate manner, on and off the track. Your actions reflect on not only the ECMST, but on the sport in general.

Any East Coast Mini Stock Tour participant that goes into a restricted area during racing conditions and jeopardizes the flow of racing program will be subject to disciplinary action at the discretion of the Board of Directors. No ECMST driver should exit their race car during an on track event unless directed by a ECMST official or under extraordinary circumstance (driver is in immediate danger, car is on fire, etc.).

No East Coast Mini Stock Tour participant should touch an East Coast Mini Stock Tour official, host track official or series sponsor in anger, or subject them to inappropriate or abusive conduct or language.

All East Coast Mini Stock Tour participants are to stay in their designated pit area. Any participant entering another pit area in anger to create mischief – verbal, physical or any other that causes damage – will be subject to penalty at the discretion of the Board of Directors. In addition, the team to which that individual(s) is signed in under during that event could face a further penalty.

Social media is a powerful tool and can be used to both help and hurt the sport. Any inappropriate conduct by any East Coast Mini Stock Tour member directed towards the East Coast Mini Stock Tour as a whole (including but not limited to officials, drivers, teams, host facilities, sponsors) on any social media platform will face a penalty. See Social Media Policy