

**2009**



**Rules  
&  
Regulations**

# 2009 CINCINNATI MINI GRAND PRIX RULES

These rules are intended to assist in the orderly conduct of the Mini Grand Prix and to further insure participant and spectator safety.

Each team is responsible for informing each of its members of the following rules:

## I. GENERAL RULES

1. Only team members, race officials and authorized volunteers will be permitted within the course perimeter, and only when displaying an official wristband. Wristbands must be worn at all times within the course perimeter. Wristbands will be issued upon completion of a properly executed Release Form at the registration desk.
2. Each team will consist of a maximum of five (5) team members participating inside the course perimeter, including at least two (2) drivers. Drivers must be at least 21 years of age. All team members must be at least 18 years of age.
3. It is permissible to register more than 5 team members in order to interchange team members between heats, but no more than 5 team members are permitted inside the course perimeter at one time. Team changes may be made through the perimeter fencing which borders the rear of their pit. Changing the composition of your team is only permitted between heats. The team is responsible to ensure that the perimeter fencing at their pit area remains closed during heats.
4. Any registered member of the team who is at least 21 years of age may drive. It is permissible to change drivers from one heat to the next as long as all participants are appropriately registered (see rules 1,2 & 3).
5. All team members will conduct themselves according to the highest standards of behavior and sportsmanship, particularly in their relationships with other team members and race officials.
6. The Chief Steward's decision in all matters is final.
7. The safety of the team members, race officials, volunteers, and spectators is of **PRIME** consideration.
8. Car sponsors are responsible for the behavior of their team members at all times during the race.
9. The consumption of alcoholic beverages or use of narcotics in the pits or other areas within the course perimeter is expressly prohibited. Any team member, race official or volunteer who has consumed any alcoholic beverage or narcotic on the

day of the race will **NOT** participate. **NO SMOKING IN THE PITS OR IMPOUND AREA.**

10. In order to be eligible, a car must be in "stock" condition (i.e., as delivered by the manufacturer) except for permitted modifications (see car Information Guide section IV). Cosmetic work on the car, such as painting and the application of decals, is encouraged. Modifications, which in any way relate to or may enhance performance, such as (but not limited to) fuel additives, carburetor modifications, gearing alterations, boring, stroking, timing or ignition changes are prohibited. Bodies may be hinged or portions cut away to permit access. Pedal positions may be altered. All cars will be under the jurisdiction of the Chief Steward and are subject to impoundment for inspection purposes at any time. All finalists in all heats will be subject to impoundment for inspection purposes at any time. All finalists in all heats will be subject to impoundment at the discretion of the Chief of Tech and the Chief Steward in order to determine compliance with these rules.
11. All fuel will be provided by and dispensed by race officials.
12. No one under 18 will be permitted in the working pits. Car sponsors will not permit anyone to enter or leave their pit area over the fencing behind the pit.

## II. THE RACE

1. The structure of the race heats will consist of (2) field divisions. Placement in the appropriate division will be determined by criteria outlined in packet regarding the race divisions. Each team will be asked to evaluate the criteria and choose the division in which they wish to participate. These divisions - IRL and F1, will place teams of similar experience and performance together. There will be (2) racing champions - one winner from each division. All cars will participate in the championship heat of their division.
2. **STARTING POSITIONS**  
The starting positions for all heat races will use the following procedure:
  1. Approximately one week prior to the race, the race fields for both the IRL and F1 divisions will be finalized. A grid preference sheet will have all starting positions for each race corresponding to a starting line assignment. This is a sample Starting Grid Preference Sheet.

### EXAMPLE:

Starting Line	Heat 1	Heat 2	Heat 3	Heat 4	Preference
A	1	8	12	18	
B	8	14	17	2	
C	8	14	17	2	

For example: The car assigned to Line Assignment A would start heat #1 in position 1, heat #2 in position 8, heat #3 in position 12 and heat #4 in position 18. Obviously there will be enough starting lines to accommodate all cars in each racing field (IRL or F1).

The team captain should assign a number indicating his/her team's preference for each starting line. Each starting line must have a numerical preference assigned to it. For example, if there are eighteen starting lines (A thru R) they each should be numbered 1 thru 18.

The Starting Grid Preference Sheet and Pit Preference Sheet will be distributed approximately two weeks prior to the event. Teams will select their starting grid and pit positions and submit the forms to the EventFund the Thursday prior to the race. The MGP Committee will conduct a drawing by lottery to determine the order of selection for the Starting Grid and Pit assignments. This order will be used top down to select the starting grids and bottom up to determine pit assignments. In the event a team does not turn in the preference sheets, that team will be assigned a pit and a starting line with the best starting position for the first race.

3. All four preliminary heats will be minimum 10 laps each. The championship races, which will determine the winner in each division, will be a minimum of 15 laps. Point totals from the three best heats will be used only to determine starting positions for the championship race, except that they may be used by the Officiating Committee in a decision necessitated by a tie in the championship race.

The race format permits each sponsor to race in at least every preliminary heat of their division and the final race.. While the results of the preliminary heats will determine the starting positions for the championship races, all teams may have an opportunity to race in their division's championship and possibly win regardless of their performance in earlier heats. This assumes that the championship race includes all participants. This does emphasize the importance of taking care of your car and equipment during the day, so as to be capable of racing in the championship race. If you can't race, you can't win; or as the proverbial rule of racing goes, "If it breaks, you get to keep both pieces."

4. There must be at least one driver change during each heat. At least one front tire must be changed during each heat. The same tire may be replaced but must be completely removed, and touch the ground, prior to replacement. The driver and tire change may be accomplished during the same pit stop. The front end of the car must be lifted from the ground by a mechanical device (it is not acceptable to lift the car by hand) when changing the tire. The lug nut must be removed from the car using only an acceptable tool, such as a standard manually operated ratchet with the appropriate sized socket. The use of a motorized tool (pneumatic, electrical or otherwise) is specifically prohibited and will result in immediate disqualification. The wheel nut must be the original equipment (or like replacement) and **MUST** retain the original locking feature. If a nut can be turned by hand, it will be ruled un-safe, and therefore illegal for use, and must be replaced and will result in a timed penalty. If you are uncertain as to whether your team's selected tool is acceptable, consult the Chief Steward in advance of event, or prior to the tire-changing contest.

5. The starter controls the start of each heat with a green flag or light. All starts will be from a standing start unless otherwise noted during race day.
6. **RAIN POLICY**  
Due to the charitable nature of this event, no refunds will be issued in the event of inclement weather, nor will the event be re-scheduled. Should it rain on race day, we still plan to hold the practice session, all heats and championship races, in the rain.

### III. SAFETY/CLOTHING REQUIREMENTS

The Technical Team (Tech Team) and EventFund consider entrant safety to be our first priority. As a result the committee reserves the right to levy decisions at any time concerning driver or crewmember apparel and conduct.

1. Each team is responsible for the safety and conduct of its car and its team.
2. Drivers are required to wear a protective helmet (D.O.T., Z-90.1 or Snell Foundation approved crash helmets) as provided with the car. Face shields or protective eyewear are required to prevent debris from entering the driver's eyes during the race.
3. Each driver must be fitted with racing attire including:
  - a. Full-length sleeves (shirt, uniform or jacket)
  - b. Full-length pants (no shorts)
  - c. Full shoes (no open toes)
  - d. Protective gloves recommended
  - e. Neck brace recommended
4. Cotton or other flame retardant materials are recommended for clothing. All clothing must be free of loose strings or other designs which might be caught in mechanical devices or pose a safety problem. **It is advisable that each driver be equipped with gloves and neckbrace for protection in the event of a rollover.**
5. Each team is urged to provide a helmet (see above) for **EACH DRIVER** to make driver changes quicker and faster.
6. If a driver flips a car during the race **HE OR SHE MUST COME INTO THE PITS FOR A DRIVER CHANGE AND CAR TECH INSPECTION (SEE Car Information Guide section V 5)** The driver involved in the rollover is not permitted to re-enter any remaining heats as a driver without receiving a medical check from the EMT.
7. Each team must provide a member of its team with a pit sign showing car number to signal the driver as to the appropriate location of the pit. If a driver misses the pit, he or she **MUST** continue through the pits, circle the track for at least one lap and then re-enter the area. **NO BACKING OF THE VEHICLES WILL BE ALLOWED IN THE PITS.** A missed pit occurs when the front tires cross over the front of the pit

line.

8. If a car has an obvious equipment malfunction (e.g., engine, clutch, brake, wheels, axles, body, etc.) that appears to have created an unsafe or illegal situation, whether the malfunction was caused by an accident or a natural breakdown, the driver may be black-flagged. If the situation cannot be corrected, the car will be disqualified for that heat or until the situation is corrected.
9. To prevent possible accidents, no race team is allowed on the racecourse beyond the yellow line marking the boundary or your pit and the merge lane during the race. **ANY TEAM MEMBER WHO CROSSES THE YELLOW LINE WILL BE SUBJECT TO A PENALTY FOR EACH OCCURRENCE**. The penalty may be invoked on the next heat at the discretion of the Chief Steward.
10. There will be **NO SMOKING** at anytime within the perimeter of the race track, in the pits or impound area.

#### **IV. RULES OF THE ROAD**

1. Unsafe driving, or other rule infringements, will **NOT** be tolerated.
2. Body contact among cars will **NOT** be tolerated.
3. Driving a car "counter-race" is prohibited.
4. In order to be considered a starter, a car must receive the green flag at the start. Cars entering the heat after the initial start will also be considered starters provided they enter before the checkered flag is displayed.
5. The responsibility for the decision to pass another car rests with the overtaking driver. However, this does not relieve the overtaken driver from responsibility for permitting the safe passing by the other car. The overtaken drivers will not block. Any driver who appears to be blocking or attempting to cut-off another car seeking to pass may be black-flagged.
6. The following hand signals should be observed at all times:
  - a. Before entering the pits from the course, the driver should signal by raising his/her arm.
  - b. The driver of a stalled or disabled car should raise both arms to indicate that he or she will not move until the course is clear.
7. If for any reason a driver is forced to stop his/her car on the course during the heat, the driver's first duty is to place the car in such a manner as to cause no danger or obstruction to other competitors.
8. Drivers will obtain no assistance during the race other than from their own team members and then only in the pits. This does not preclude assistance by race

officials for safety reasons and as safety permits. While race officials/corner workers are not trained in vehicle repair, they are permitted (but not required) to assist the driver of a disabled car(s) in getting back in the race. This assistance may be in the form of disentangling two or more cars, restarting an engine, pushing a car or assisting with a vehicle tow. **{Special Note}** A Utility cart may be on the course at any time to assist with broken down car tows, accident tows and as a driver shuttle. **Please be aware of this cart at all times.**

9. Drivers are to obey signals given by course workers.
10. **Any driver who appears to be tampering with the engine and/or accelerator cables of his/her car during (or prior to) a race heat is subject to being "Black-Flagged" and/or disqualified. Reaching back to the engine, in impound or during the race, definitely gives the appearance of tampering and is prohibited.**

## V. FLAGS

Information and instructions will be relayed to the drivers by means of flags at various stations around the course.

### **THESE FLAGS SHOULD BE OBEYED WITHOUT QUESTION!**

**GREEN:** The race is underway and the course is clear.

**YELLOW – MOTIONLESS:** Take care; danger; slow down; NO PASSING ANOTHER CAR FROM THE FLAG until past the emergency area.

**YELLOW – WAVED:** Great Danger; slow down, be prepared to stop. NO PASSING ANOTHER CAR FROM THE FLAG until past the emergency area.

**RED:** The race is being stopped. All drivers MUST STOP RACING IMMEDIATELY and wait for instructions.

**BLACK – Rolled BLACK Flag Pointed at the driver by a corner worker** (other than the Chief Steward): Considered a WARNING to the driver and their team.

**BLACK – Rolled BLACK Flag Pointed at the driver from the Chief Steward:** A penalty will be levied against the team.

**BLACK – Waiving, Unrolled BLACK Flag:** Go directly to the pits. (Could be driving infractions or mechanical issues with car).

**CHECKERED:** You have finished the heat or practice session. Return to your pit.

**WHITE:** One lap remaining

## VI. PITS

1. Before the race on Saturday, June 27, the MGP Committee will conduct a drawing by lot to determine the order of selection for the Starting Grid and Pit assignments. This order will be used top down to select the starting grids and bottom up to determine pit assignments. Each team captain should indicate his/her team's preference for pit location on that form. Pits will be assigned in accordance with the order drawn in the lottery (bottom up). Teams fielding two cars may elect to share a pit. This needs to be indicated on the pit preference form.
2. Pits will be assigned to both an IRL and F1 team. Each pit will have specified areas for storage of team equipment with both teams sharing a common work area. (This will double the work area for each team during pit stops.) During each race the team not racing will remain in their assigned area to insure adequate room for the racing team to perform their pit stop.
3. Pit row will consist of two driving lanes, a high-speed lane and a merge lane. Cones placed at regular intervals separate these lanes. The high-speed lane will be the outermost lane. It will be the primary lane through pit row and has no speed limit. All cars traversing the pits will use the high-speed lane until within two cones of their assigned pit. At that time the car must enter the merge lane, decelerate, and enter the pit. When transitioning from the merge lane to enter and exit their assigned pit, the driver may only transit one adjacent pit, and then only if this pit is not active (pit stop not in progress). Should any part of the car cross an active pit, and/or a pit which is not immediately adjacent to their assigned pit, a penalty will be issued. After the car completes the pit stop it will enter the merge lane and proceed at no more than the pace of a brisk walk. At the earliest convenience, the car will enter the high-speed lane and accelerate. Cars in the high-speed lane have the right-of-way at all times. The **merge lane** is used only for transition into and out of the high-speed lane and the pit itself. Cars will not use the high-speed lane as an alternative to the racecourse. Cars entering pit row must intend to make a pit stop and attempt to make a pit stop utilizing these procedures.
4. When the car is in its pit and the engine is running, a 4" block of wood must chock the drivewheel of the car or the car must have a driver in the seat.
5. Exit from the pits will be controlled by a race official whose signals **MUST** be obeyed.
6. Any car that is removed from the course perimeter will be ineligible to return to the heat in progress.
7. Unless the car is actually in its pit, no one will be allowed in front of the pit area or pit lane, except for one person who may be in front of the pit for the purpose of signaling their driver, and then only for the length of time needed to accomplish the actual signaling operation.
8. Should a pit-bound driver overshoot his or her pit (front tire or tires over the pit boundary), the car must continue for another lap. No car may be pushed back or lifted sideways into its pit. While in the pit all four tires must be inside the pit boundary.
9. Pit crews will be under the control of the Pit Steward at all times.

## VII. IMPOUND AREA

To facilitate technical certification of each entrant, an impound area will be located adjacent to the pits. Every vehicle must enter this impound area for technical certification prior to each race. The certification will involve adjusting the engine governors on selected (possibly all) cars to a maximum RPM before each heat. After certification the car must stay in the area and only one crewmember may remain with the car. **NO ADJUSTMENTS WILL BE ALLOWED ON THE CAR AFTER THE CAR HAS BEEN CERTIFIED.**

Each team will be issued (1) pass for the impound/technical area. ONE team member will be permitted in this area at any given time, and must show this pass in order to enter. If you are in the impound/technical area without your pass, you will be asked to leave. Drivers dropping off their car in impound or picking up their car for the following heat do NOT need the pass for entry.

In order to eliminate any concerns on the part of car sponsors as to adjustments made to their car, one member of each team is advised to be present during any tech inspection and all resulting adjustments. Furthermore, it is advisable that the team member him/herself make the required adjustment in the presence of the technical inspector. If a team decides not to have a team member present during a tech inspection, it is at their own risk.

Before each heat, only the certified vehicles will be placed on the starting grid by the Tech Team and Chief of Impound.

After each heat, cars will be permitted to return to their team garage after each car is examined at the finish of each heat. Any car that has been modified or adjusted **WILL BE DISQUALIFIED**. Any team can request an RPM check prior to any heat.

## VIII. PROTEST PROCEDURES

Each entrant shall have the right to protest any vehicle(s) they may feel is/are illegal up to the time the results are announced as official. A fee of \$50 must be supplied to EventFund for each vehicle protested. If the vehicle is found to be legal, EventFund will retain the fee. If the vehicle is found to be illegal, the fee will be returned to the protestor and EventFund will assess an appropriate penalty to the illegal vehicle(s). The illegal vehicle(s) will be disqualified from the race (heat) and will begin all further heats/races at the back of the grid after the car is returned to acceptable standards under the rules. All protests must be filed with the Chief Steward and resolved before the subsequent heat.

**PROTESTS BY RACE OFFICIALS CAN BE MADE AT ANY TIME DURING THE RACE.**