SC 250
TEAM HANDOUT

PARKING: Please see the parking map on another tab of the event page and work with FMS personnel upon arrival. Please stay within the parking lines. If you are unhooking from trailer, do so immediately and remove hauler vehicle from pits.

PIT PASSES: Will be sold at the pit gate at front. Options are as follows

- **ONE DAY:** **$ 40**
- **WEEKEND:** **$ 50**
- **MULTI WEEKEND:** **$ 80** *(SC 250 and SC 400 pass)*

PIT EXPENSES: Tires, fuel, and transponders will be sold at the "Tire & Fuel Window" located at the infield garage just beside the concession stand. If leaving an open tab for the weekend, please attach a payment with, whether it be an open check or credit/debit card information.

FUEL: Renegade Fuel / Valor Oil is the fuel supplier for the event. All teams must purchase a minimum amount of fuel.

- **STREET STOCK:** **5 gal** *($ 67.50)*
- **SUPER TRUCK:** **10 gal** *($ 135)*
- **LIMITED LATE:** **10 gal** *($ 135)*

TIRES: Hoosier F45* will be the tire for all classes for the weekend. Practice tires will be available for those wishing to purchase. Qualifying and race tires MUST BE PURCHASED at the speedway. In the case of a flat during the race, a spare tire that is put on must be a tire purchased during the race weekend at the speedway. ALL NEW TIRES ran must be purchased at FMS during the race weekend. The following is the tire requirements for qualifying / features.

- **STREET STOCK:** **4 scuff** *($ 200)*
- **SUPER TRUCK:** **4 new** *($ 860)*
- **LIMITED LATE:** **4 new** *($ 860)*

TRANSPONDERS: The transponders used for the race weekend will be the yellow Westhold transponders. For those who own one, please provide this number when purchasing pit expenses at the window. For those who do not own one, they will be available for rent at the window for *($ 25)*, good for the entire weekend. The transponder location will be secured on the right rear axle tube of the race vehicle. PLEASE RETURN ALL RENTED TRANSPONDERS back to the window after your respected feature.

TECH: The tech line will open at 9 am on Saturday and remain open until 2:45 pm. All teams are advised to come through and receive "Tech Approved Sticker" before taking to the track for qualifying. After qualifying the top five in Limited and Super Truck, and the top three from Street Stock will report to tech once again for post qualifying tech. All Crown Vic teams, coordinate with the Crown Vic Outlaw Super Series.

PRACTICE: All cars are to follow the pit flow for practice which runs from turn four to turn one. Please always have a spotter in position when car/truck is on the track. Race control will monitor racetrack traffic and will stage cars at the end of pit road to send out individually if the track becomes too crowded. If parked on the back side, enter pits by taking the hard left at turn four entrance and reenter the track going out from the back at turn one.

QUALIFYING STAGING: All cars/trucks are to be ready for qualifying minus air pressure and grill tape at the "Stage for Qualifying" time. Once instructed, first all Super Trucks will stage on the outside lane, followed by Limited Late Models returning to the in the middle lane on pit road with the last few behind the Super Trucks. Finally, Street Stocks will follow the same procedure down on the turn one side of the pits. Once set, qualifying will begin. Crown Vics will just leave from their pit for their open qualifying session.

QUALIFYING: Cars/trucks will leave pit road and get to speed as they will be coming to the green. Groups will be 3 timed laps each. Street Stocks will be groups of 3 cars while Super Trucks and Limited Late Models will be groups of 2. After completing a qualifying run, return to pit road as guided by FMS personnel. If you are bumped out the top few, you will be instructed to return to your pit. The top finishers at the conclusion of qualifying for the respected division, will go to the tech area for post qualifying tech.

RACE PROCEDURES:

- ***SPOTTERS:*** All cars/trucks should have a spotter in the spotter stand for the races. It is asked that you also be scanning race control frequency *(466.3375)*. There will be an official in the spotter stand that is there to communicate back and forth with the spotter stand and the tower. In the situation, a spotter confronts race control in the tower when not requested, the result could end with an on-track penalty for the team.
- ***START / RESTARTS:*** The initial start and all restarts will take place at the "Restart Line." This line is painted and marked on the speedway with an Official located adjacent on pit road. The front row is to stay side by side, at pace speed, keeping

the gap with the pace truck, and fire together at the line once reached. If it becomes a question to the tower, race control will communicate with the Restart Line official. If there is an infraction to where someone jumped or someone didn't maintain pace speed, the caution will come out and the driver responsible will be penalized. The first offense will result in a warning while the second will result in that driver being put to the rear. There will only be one verbal warning to each driver in a race. If laps separate two infractions, the committing driver will be put to the rear once penalized.

- ***CAUTIONS:*** Once race control calls a caution, all cars/trucks are to reduce their speed to pace speed and line up in the position they had on the last fully completed lap. Race control will call out the reason for the caution and if it involves cars/trucks, those considered to be "involved" will be put to the rear. Race control deems who is involved and who is not. Caution laps WILL NOT count. Race control will call out the running order in the case of any discrepancies. Failure to comply after an unreasonable amount of time will result in a penalty of being put to the rear. The first car/truck that is one lap down or more will receive the Free Pass, granted they are not involved in the caution. This car/truck should fall to the rear of the field, and a lap will be manually added back by timing and scoring. Once the racetrack returns to the state of being ready, the field will double up and racing will resume. There will be NO CONE. All lineups will be double file up until the point to where race control feels it is best to go single file. If the race ever goes to single file, it will stay that way for the remainder.

Lineups will be set in order by the following criteria: **1.** Running order of all cars/trucks on track not involved / **2.** Running order of cars/trucks involved that did not pit / **3.** All cars/trucks that entered pit road under caution / **4.** All cars/trucks one or more laps down / **5.** Free Pass car/truck if applicable / **6.** All cars/trucks that were on pit road and rejoined after the field has doubled up.

- ***PITTING:*** If you have an issue under green and need to come to pit road, please get to the bottom of the track when safe and enter pit road as early as possible. Stopping on the track to bring out a caution will result in a penalty if you don't wait for the push truck to make contact. All tire changes that involve removing a tire on the car and putting on a tire from the pit will require approval from an official. The tire must be approved, or a penalty will result immediately, whether still under caution or under green flag conditions. If the tire is in question, the official will confiscate the tire, and a penalty may follow (Ex. if the team is adamant its losing air but no hole is located, the official will take and if the tire does not continually go down at a cool temperature, there may be a penalty.)
- ***END OF RACE:*** If the caution comes out before the leader takes the white flag, the race will revert back to the last fully completed lap and line up for a restart as stated before. If the caution comes out after the leader takes the white flag, the race will be over with the finishing order being the last fully completed lap, minus those involved in the caution. The top three finishers are to report to the front stretch for post-race interviews after the checkered flag. Fourth and fifth place will go straight to tech.

**** SPECIAL ALERTS:**

- ***PIT PASS WRISTBAND:*** FMS will not be responsible for lost or stolen wristbands. Once they are purchased, they should be placed on your wrist for entry and reentry. No wristband, no entry to the pits. Different colors will distinguish the pit pass options each weekend. "Multi-Weekend" buyers will be documented, and a wristband will be given upon arrival on week two.
- ***CROSSING OF TRACK:*** The pit gate will be closed at the crossover anytime the track is "HOT." If you attempt to, or indeed cross over the track under "HOT" conditions, you will reach the closed gate where FMS personnel will document who you are, take your wristband, and you will forfeit pit pass privileges for the remainder of the weekend. The gates will be cleared at the conclusion of each session briefly for those wishing to cross.
- ***TRAILERS LEAVING BEFORE EVENT END:*** Once your respected race is over and you are loaded up, stay parked with your truck and trailer. Trailers are asked not to move until the entire event has concluded. Be respectful to your fellow competitors as the entire pits will be used with the front and back pits. If you attempt to leave or move out of your park to stage on the access road before the event ends, you will forfeit your weekend winnings.
- ***TRANSPONDER RETURN / PAYOUT:*** Please return all transponders that were rented out after your respected race, and payouts will be dispersed at the conclusion of all events once official with tech.

EVENT: ***"South Carolina 250"***
DATE: November 13-14, 2026

FRIDAY NOVEMBER 13TH - - - - - *(OPTIONAL)*

10:00 am – 11:45 am: PIT GATES OPEN / PARKING

11:00 am: TIRE AREA OPENS *(PRACTICE ONLY)*

12:00 pm – 5:00 pm: **CONTROLLED PRACTICE**

1:30 pm: TIRE AREA *(RACE TIRES CAN BE MOUNTED FOR LIMITEDS / SUPER TRUCKS)*

5:00 pm: LATE PARKING

SATURDAY NOVEMBER 14TH **** NO PERSONAL VEHICLES IN PITS ****

8:00 am: PIT GATES OPEN / PARKING

9:00 am: TECH LINE / TIRE AREA OPENS *(RACE TIRES TO STAY AT IMPOUND)*

11:30 am: DRIVER'S MEETING *(AT FLAGPOLE BY START/FINISH)*

12:00 pm: **PRACTICE ROUND ONE**

- *SUPER TRUCK (30 min) (RACE TIRES RELEASED AFTER THIS PRACTICE)*
- *LIMITED LATE MODEL (30 min) (RACE TIRES RELEASED AFTER THIS PRACTICE)*
- *STREET STOCK (15 min) (RACE TIRES RELEASED AFTER THIS PRACTICE)*
- *CROWN VIC (15 min)*

1:30 pm: **PRACTICE ROUND TWO**

- *SUPER TRUCK (30 min)*
- *LIMITED LATE MODEL (30 min)*
- *STREET STOCK (15 min)*
- *CROWN VIC (15 min)*

3:00 pm: **PRACTICE: SC VINTAGE** *(15 min)*

3:00 pm: STAGE FOR QUALIFYING *(Roll to staging in the order of ST, LLM, CV)*

3:00 pm: GRANDSTANDS OPEN

3:15 pm: **QUALIFYING** - - - - - - - - - *(INVERT ORDER OF ENTRY SUBMISSIONS)*

- *SUPER TRUCK (2 trucks, 3 laps) (Top 5 to tech after qualifying)*
- *LIMITED LATE MODEL (2 cars, 3 laps) (Top 5 to tech after qualifying)*
- *STREET STOCK (3 cars, 3 laps) (Top 3 to tech after qualifying)*
- *CROWN VIC (5 min open session)*

4:00 pm: **PRE-RACE / FEATURES**

- *SC VINTAGE (15 laps; 15 min)*
- *SUPER TRUCK (75 laps)*
- *STREET STOCK (35 laps)*
- *CROWN VIC (20 laps)*
- *LIMITED LATE MODEL (75 laps)* ***"Samie Scarpelli Memorial"***