



2025 Kingsport Speedway Rules/Regulations

The rules set forth herein are in place to provide participants with a safe, fun, and competitive atmosphere. Kingsport Speedway, further referred to as "Speedway", will make every attempt to promote fair and competitive events for participants. As a participant, it is your responsibility to read and understand all rules outlined. Safety is also the responsibility of the participant. The Speedway cannot guarantee the safety of any participant. The following rules are that of the Speedway.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF OR

THE COMPLIANCE WITH THESE RULES AND REGULATIONS. THE RULES AND REGULATIONS ARE INTENDED AS ONLY A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO ANY SPECTATOR, PARTICIPANT OR OTHER.

NASCAR Rules shall be followed for all other circumstances, unless otherwise noted. The rules outlined here are that of the Speedway. As a Competitor, you are responsible to read and understand the NASCAR Rule Book and the Speedway rules.

Section 1 -General Speedway Rules

1-1 Effectiveness

Speedway Rules are effective on date of publication. NASCAR Rules are effective on date of publication by NASCAR.

1-2 Licenses/Fees

- 1-2.1 All Competitors must have a valid NASCAR license to participate in NASCAR-sanctioned divisions. Competitors competing in divisions sanctioned only by the Speedway must hold a Speedway license.
- 1-2.2 Any returned Check for any reason will incur a \$50.00 fee. You will not be permitted to race until fee is paid in addition to amount of Check. Can be paid by Cash or Money Order ONLY. Future Checks from competitor will not be honored.

1-3 Pit Pass

Everyone entering the pit area must sign a release. A parent or guardian must sign a special release document for minors for the season, and must sign-in minors at each event. Parent or guardian must accompany the minor(s) in the pit area at all times.

- 1-3.1 Admission wristband must be worn always. (No Exceptions).
- 1-3.2 Sneaking in the pits will now result several penalties. You will be forced to buy a entry pass immediately or leave the property. Entry passes for those caught sneaking in are \$50 not \$35. Additionally, the team you are with will also receive an \$50 fine. The Speedway will pay \$20 to anyone who catches anyone in the pits without an arm band. Anyone caught sneaking in twice will have the car they are with disqualified from the night's events.
- 1-3.3 The Speedway Management has the right to refuse entry of any car, driver, or pit crew member into the pit area or grandstands.
- 1-3.4 The Driver's Pit Entry is your entry Fee. If you race more than one car per night in more than one class. the driver will be required to purchase (1) Driver Pit Entry per car.

1-4 Rules Amendments

The Speedway reserves the right to amend any and all Rule(s) to promote fair competition.

1-5 Off Limit Areas

The racing surface, Flag Stand, Tech Building, Tire Buildings, Tower, Concession, Gates/Track Entrance and Exit are for the use of the Speedway officials. Nobody else will be permitted in these areas, unless invited.

1-6 Track Area

No personal vehicles allowed in the pits. Speedway Employees vehicles are exempt.

1-7 Personal Vehicles

No personal vehicles allowed in the pits. Speedway Employees vehicles are exempt.

1-8 Conduct

Courteous conduct from all Participants, Officials, and Employees is expected at all times. All Participants, Officials, and Employees are expected to look and act professionally at all times. Track penalties will be applied.

1-8.1 Profane Language, Threatening Remarks, Verbal or Physical Confrontation

Profane language, threatening remarks, verbal or physical confrontation is not acceptable towards any Official, Participant, or Spectator at any time. Track penalties and/or removal from facility will be applied.

1-8.2 Weapons/Drugs

No weapons or drugs allowed on track property. If found with either, you will be subject to fines and/or suspension.

1-8.3 Alcohol

Alcoholic beverages and any type of controlled substances are not allowed in the pit area. Drivers suspected of being under the influence of any substance subject to field sobriety test. No glass containers of any nature allowed. All vehicles and trailers are subject to search by track security at any time. If driver is found to be under the influence, driver will be subject to fine and suspension.

1-8.4 Social Media

The management of Kingsport Speedway is setting forth this social media policy in order to best serve all those affiliated with the speedway and know that we will not tolerate such negative actions in this particular area. Social media includes all means of communicating, posting information or content of any sort on the Internet, including to your own or someone else's web blog, journal or diary, personal website, social media, web bulletin board or a chat room, whether or not associated or affiliated with Kingsport Speedway.

Any conduct that can be deemed harassing or derogatory towards Kingsport Speedway, our personnel, sponsors, competitors, teams, fans and media may result in disciplinary action up to and including suspension. This policy will apply to all track officials, drivers, teams, fans and media alike. Kingsport Speedway reserves the right to apply the policy to others as it deems applicable. Please be aware that inappropriate postings may include discriminatory remarks, intimidation, harassment and threats of violence or similar unsuitable or unlawful conduct. We will not exclude video or audio postings that may also be viewed in a malicious manner.

We ask that you please use common sense and think before you post!!!

Complaints and grievances can be resolved, whether right or wrong, by simply speaking to the proper personnel and discussing the matter. You have a right to an opinion but we ask that you please be respectful and courteous.

This policy is meant for all parties who attend Kingsport Speedway and enjoy themselves with a professional and quality program.

1-9 Event Cancellation Policies

In the event of a cancellation after an Event has begun, rain checks will be issued if less than one-half (1/2) of the Event has been completed. Rain checks will only be issued to Participants in divisions that were not able to compete in said Event. Rain Checks are only valid for the next weekly event following the rain out.

1-10 Payout

Competitors are considered as independent contractors and are responsible for all chargers, taxes, premiums, etc. that may result from payment by the Speedway. Competitors receive payment for their finishing position in the division in which they compete. Competitors will only receive payment if competitor has a current year W-9 on file with the speedway.

1-10.1 Payout Withheld

The Speedway reserves the right to hold all or part of a Competitor's pay if the Competitor has failed to pay fees to the Speedway (fuel/tire bill, admission, etc.) in the event of penalties, or doesn't have a current year W-9 on file. If competitor refuses to run Division or track sponsor decal, partial to all pay may be withheld. If a car doesn't complete at least 50% or completed laps pay may be held, (excludes wreck or obvious mechanical damage).

1-10.2 Payout Withheld

There are certain decals that must be carried on the car in order to earn both points and/or Prize Money. The track is aware of, and, has no wish to cause conflicts between drivers, teams and your sponsors. However, it must be realized that the class sponsors are supporters of their division and of the speedway. These Decals must be present on the car, these decals must be positioned on the front roof or top of windshield area. Decals will be available in the tech shed.

1-11 Fuel and Tires

1-11.1 Speedway fuel and tires are required unless otherwise noted.

1-11.1.1 Late Model Sportsman – 10 Gallon Minimum (93 octane or 110 octane)

1-11.2 Nitrogen or other dry gasses are not permitted to be used in tires. Speedway compressed air only.

1-11.3 Fuel and tires must not be tampered with. Soaking of tires or fuel additives will not be permitted. If caught doing so, competitors will be fined \$1000 and subject to possible suspension.

1-11.4 Fuel burn-off – one (1) pound per lap unless otherwise noted.

1-12 Coolant

The use of antifreeze is not permitted in any division under any circumstances. Cars found with antifreeze will be subject to a \$100 Fine.

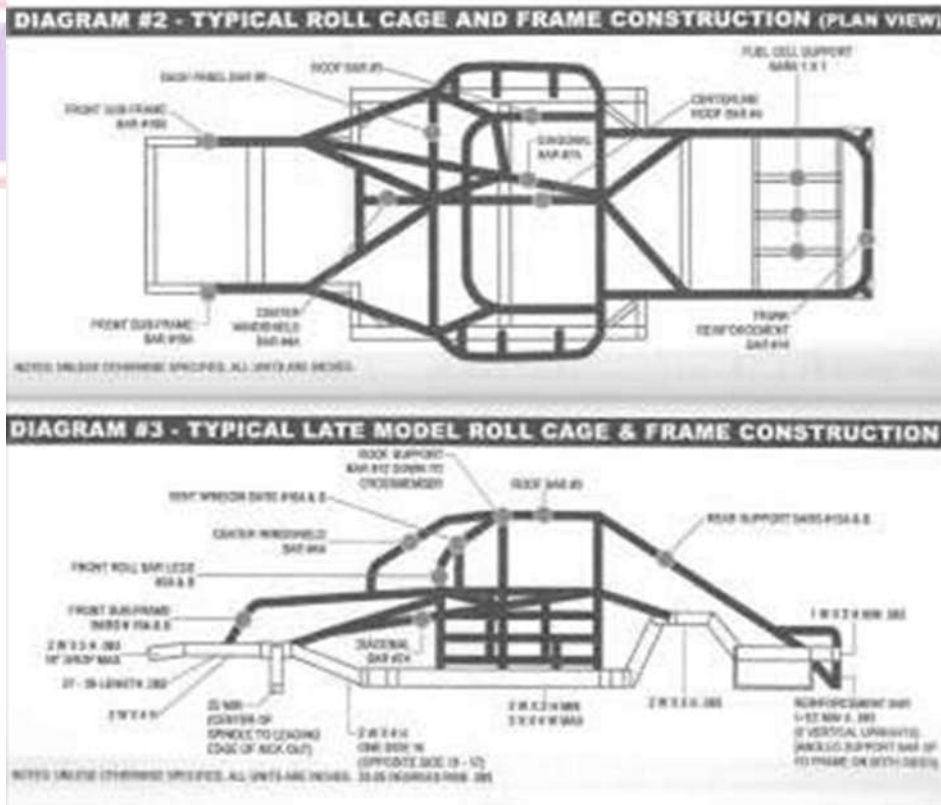
1-13 Exhaust

Exhaust pipe/tip cannot extend more than 1/2 inch from the body.

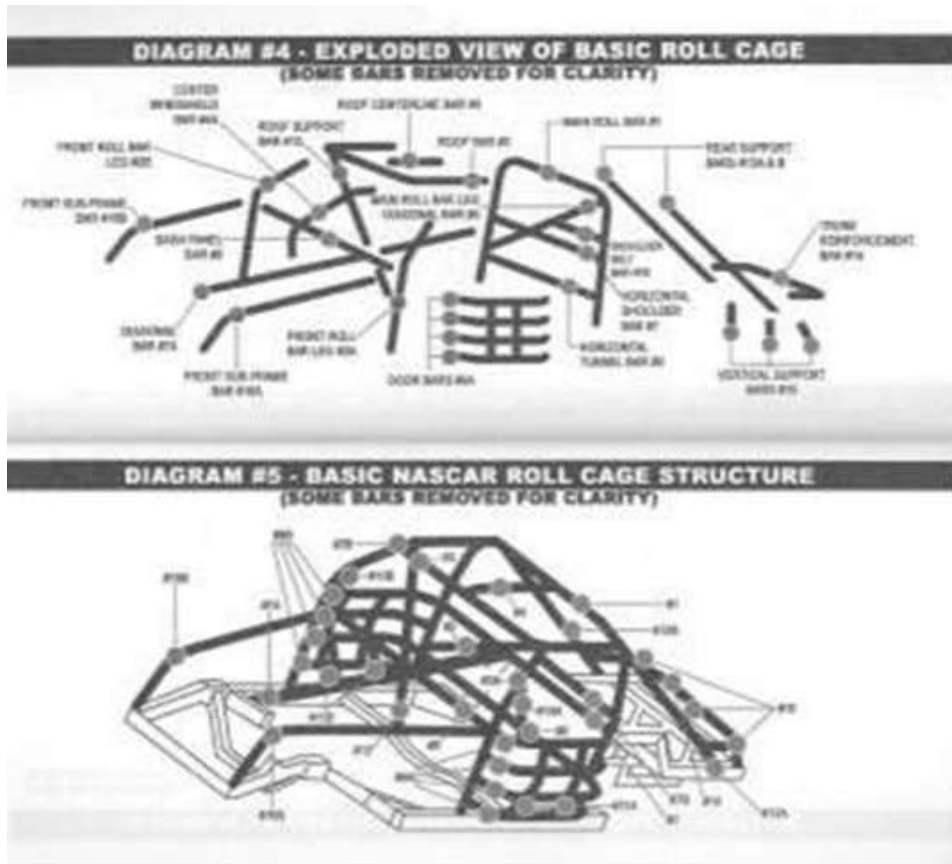
1-14 Roll cages

1-14.1 All divisions must follow the NASCAR Late Model Stock Car roll cage specifications.

1-14.2 NASCAR Late Model Stock Car diagrams:



(Continued on next page.)



Section 2 – Safety

2-1 Stock car racing is an inherently dangerous sport. Each Member assumes that risk when he/she participates in an Event. The risk of serious injury or death cannot be eliminated and, in fact, will always be present at a high level. Members are required to advise their spouses and next of kin, if any, of this fact. Although safety generally is everyone's concern, NASCAR cannot be and is not responsible for all or even most aspects of the safety effort. NASCAR AND NASCAR EMPLOYEES AND REPRESENTATIVE OF NASCAR USUALLY ARE NOT IN ATTENDANCE AT NASCAR WEEKLY SERIES EVENTS, AND THEREFORE ARE NOT IN A POSITION TO OBSERVE OR HAVE KNOWLEDGE OF UNSAFE PRACTICES, TRACK CONDITIONS, RACE CARS AND RACING EQUIPMENT. NASCAR THEREFORE, CANNOT AND DOES NOT TAKE RESPONSIBILITY FOR THE ADEQUACY – FOR PURPOSES OF SAFETY – OF THE RACING FACILITY, SAFETY PERSONNEL AND EQUIPMENT AND/OR CONDITIONS AT THE TRACK. In the NASCAR Weekly Series, the responsibility for safety rests exclusively on the various participants in the Event(s) as follows:

- 2-1.1** Kingsport Speedway is directly and finally responsible to ensure that the racing facilities are adequate for the Event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury, all as more fully set forth in the Sanction Agreement applicable to the Event.
- 2-1.2** Competitors: All Competitors are obligated to inspect for any unsafe condition with respect to the racing facilities, his/her race car and all related equipment, and/or conditions at the track on a continuing basis before, during and after the Event. Competitors must report to the Race Director and Track Officials promptly any inadequacy or unsafe conditions in the facilities, race car, personnel and equipment, and/or conditions at the track. Competitors also are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver or crew member) in a manner designated to minimize to the degree possible the risk of injury to themselves and others. NEITHER NASCAR, TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.
- 2-1.3** Track Officials: Track Officials should report promptly to the Race Director, or Track Officials any observed safety inadequacies in the racing facility, safety personnel and equipment, and/or conditions at the track. In addition, if a

Track Official observes any safety inadequacies in a Competitor's race car, racing equipment or conduct, the Track Official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations and driver ability or experience tests. The Competitor is obligated to follow the Track Official's directives. NASCAR IS NOT RESPONSIBLE FOR THE ACTION OR INACTIONS OF ANY TRACK OFFICIAL AS IT PERTAINS TO SAFETY OR, FOR THE ADEQUACY OF A COMPETITOR'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

- 2-1.4** Each Competitor agrees and consents that in the event of injury or death in the course of or as a result of an Event, NASCAR and Kingsport Speedway may obtain access to and copies of any and all medical records of the Competitor related to such injury or death.

2-2 Personal Safety Equipment

2-2.1 General

- 2-2.1.1** Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an Event. NASCAR, TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT.
- 2-2.1.2** Each Competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment.
- 2-2.1.3** Speedway management and officials will be solely responsible for determining whether to mandate particular safety equipment, and may establish Local Track Rules. NASCAR strongly recommends, however, that each Competitor consider the use of and follow the guidelines regarding such equipment, as set forth in this sub-section and sub-section 6-4 of the NASCAR Advance Series Rule Book.

2-2.2 Protective Clothing

- 2-2.2.1** Each driver should wear a resistant uniform meeting the SFI 3.2A/5 specification, as a minimum, and visibly display a valid SFI 3.2A/5 label on the outside surface of the left sleeve.
- 2-2.2.2** Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes, gloves, head socks, and/or helmet skirts should meet the SFI 3.3 label. It is recommended that underwear and socks meet the SFI 3.3 specification.
- 2-2.2.3** During Race conditions, any crew member who steps into the car servicing area should wear a fire-resistant uniform meeting the SFI 3.2A/1 and fire-resistant shoes meeting the SFI 3.3 specification as a minimum. A uniform meeting the SFI 3.2A/5 specification is recommended. A valid SFI-label should be visibly displayed on the outside surface of the left sleeve of the uniform and an SFI label should be visibly displayed on the shoes.
- 2-2.2.4** Each crew member should also wear fire resistant accessories that effectively cover the remaining parts of the body.
- 2-2.2.5** During Race conditions, any crew member involved in fueling the car or handling or transporting fuel in the garage or pit area, if any, should have all parts of the body protected by fire resistant clothing and/or equipment. The fuel handlers should wear a fire-resistant uniform meeting the SFI 3.2A/5 specification, as a minimum and display a valid SFI 3.2A/5 label on the outside surface of the left sleeve. A once-piece uniform is recommended. Shoes and gloves should meet the SFI 3.3 specification and visibly display a valid SFI 3.3 label. A fuel resistant apron should be worn during refueling operations. The fueler apron should meet the SFI 52.1 specification and visibly display a valid SFI 52.1 label. It is recommended that underwear, head socks, and socks meet the SFI 3.3 specification.
- 2-2.2.6** IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER, NOT NASCAR, TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER, TRACK OWNERS TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.

2-2.3 Other Safety Devices

- 2-2.3.1** It is required that each car have, within the driver's reach, a manually controlled push or pull which activates a built-in, fully charged fire extinguishing pressurized cylinder, with a visible, operating pressure gauge. The extinguishing equipment should be fully charged with Dupont FE-36, 3M Novec 1230 or an equivalent type agent. This fire extinguisher cylinder must be securely mounted to the right side of the drive shaft tunnel. Hose clamps, worm drive clamps or cable ties should not be used to mount this cylinder. A device(s) should be installed to keep the cylinder from sliding out of the mounting system. The primary purpose of this equipment

is to protect the driver. Any car not outfitted with a fire suppressant system should have an adequate fire extinguisher with working pressure gauge that is within reach of the driver.

- 2-2.3.2 It is recommended that each car have an additional fire extinguishing cylinder solely dedicated to extinguish the fuel cell area (trunk) and as an option, the same fire extinguishing cylinder may also be directed to the engine compartment.
- 2-2.3.3 All entrants should have in their garage or pit area, if any, as part of their equipment, at all times, a fully charged minimum 10-pound Class B fire extinguisher with a visible operating pressure gauge.
- 2-2.3.4 Halon 1211 and Halon 1301 is not permitted by NASCAR.

2-2.4 Helmets / Head and Neck Restraint Devices /Systems

2-2.4.1 Helmets

- 2-2.4.1-A Drivers should wear a full-face helmet, carrying one of the following specifications: FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010, or SFI 31.1/2005. Helmet certification (label) should be affixed to the helmet at all times.
- 2-2.4.1-B The driver should wear the helmet in accordance with directions provided by the helmet supplier and/or manufacturer. Any modification to the helmet for any purpose should not detract from its effectiveness. Helmet surface protrusions such as visor tear-off posts should be removed.
- 2-2.4.1-C During Race conditions, any crew member who steps into the car servicing area, if any, should wear a helmet.
- 2-2.4.1-D During Race conditions, any crew member involved in refueling the car should wear a full-face helmet with a covering face shield and a fire-resistant head sock or helmet skirt. (5) IT IS THE RESPONSIBILITY OF THE DRIVER/CREW MEMBER, NOT NASCAR, THE TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER, TO ENSURE THAT HIS/HER HELMET IS APPROVED, CORRECTLY WORN, MAINTAINED, AND PROPERLY USED.

2-2.4.2 Head and Neck Restraint

- 2-2.4.2-A At all times during an Event (practice, qualifying and competition), drivers should connect their helmet to an approved head and neck restraint device/system which is SFI-approved and acceptable to Track Officials.
- 2-2.4.2-B IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER, TO ENSURE THAT HIS/HER DEVICE/SYSTEM IS SFI-APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.
- 2-2.4.2-C For a list of SFI-approved Head and Neck Restraint Devices/Systems please refer to Section 6 of the NASCAR Advance Auto Series Rule Book.

2-2.5 Seat Belts

- 2-2.5.1 Each car should be equipped with an SFI 16.5-approved, three (3) inches nominal in width maximum, minimum 6-point seat belt restraint system and display a valid SFI 16.5 label. It should have one (1) of two (2) approved release designs:
 - 2-2.5.1-A Latch Lever: Utilizes a lever opening away from the body in a right to left hand movement, parallel to the lap belt with complete release of all belts. The lever should have a provision to prevent an unintentional release.
 - 2-2.5.1-B Cam Lock: A circular handle or raised surface that turns in both directions for a motion of not less than 30 degrees before completely releasing all belts. A downward facing tab or toggle may be used provided that its length does not extend more than ½ inch beyond the outer diameter of the release mechanism unless a provision to prevent unintentional rotation or release is provided.
- 2-2.5.2 The seat belt restraint system should be installed in accordance with directions provided by the system supplier and/or manufacturer. In addition, please note the following guidelines:
 - 2-2.5.2-A Lap belts should be installed and used in such a manner that, when secured to the latching mechanism, the seat belt webbing travels in a straight, clear and free path from the belt mount through the seat opening to the latching mechanism. When the driver is buckled in the seat, the free end of the seat belt webbing should rest in a position clearly aligned over the seat belt webbing entering any adjustment or latch release hardware.
 - 2-2.5.2-B If a roller adjuster is used on the left lap belt it should have tension springs installed and it should be attached to and be part of the latch release mechanism directly with no webbing loop. The roller adjuster should not be attached to the lap belt mounting tab at the frame. A 3bar slider, threaded to the manufacturer's instructions, may be used for the left lap belt length adjustment, in the absence

of the roller adjuster. The 3-bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. On the right lap belt, if a roller adjuster is used, it should have tension springs installed and the adjuster may be located anywhere on the belt except at the frame mounting tab. A webbing link may be used to connect the roller adjuster to the latching mechanism. A 3-bar slider, threaded to the manufacturer's instructions, may be used for the right lap belt length adjustment, in the absence of the roller adjuster. The three-bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. Wrap-around style lap belt mounts and hook/eye bolt style mounts should not be permitted; only tab style lap belt mounts secured with a nut and bolt should be permitted.

- 2-2.5.2-C** Shoulder belts should mount to horizontal shoulder bar (#7) or shoulder belt bar (#7B) only. Only individual shoulder harness belts should be permitted. The seat opening should be a single or double open slot with a finished inside edge or grommet. Y-type shoulder harnesses should not be permitted. Wrap-around shoulder harness mounts should be permitted provided the belts do not cross behind the driver and all the wrap-around mount style shoulder belts should be retained by a guide on horizontal shoulder bar (#7) or shoulder belt bar (#7B) to prevent lateral movement of the belt on the roll bar. Shoulder belts may cross behind the driver provided they use a tab style mount and not a wrap-around mount. Each shoulder belt using a tab mount should use an individual mounting tab or a steel sleeve welded through horizontal shoulder bar (#7) or shoulder belt bar (#7B) and be secured with a nut and bolt. The seat opening should be a single, open slot with a finished inside edge or grommet where the shoulder belts cross behind the driver. Roller adjusters on the shoulder harnesses should have tension springs installed. Sternum or cross belts using metal or hard surface hardware should not be permitted.
- 2-2.5.2-D** Approved 6-point anti-submarine belts should be mounted to the seat frame or a steel reinforced seat bottom mount. Either wraparound or tab style anti-submarine belt mounts should be permitted on 5-point or 6-point belts and should be installed in accordance with the directions provided by the system supplier and/or manufacturer.
- 2-2.5.2-E** Approved 6-point anti-submarine belts should be mounted to the seat frame or a steel reinforced seat bottom mount. Either wraparound or tab style anti-submarine belt mounts should be permitted on 5-point or 6-point belts and should be installed in accordance with the directions provided by the system supplier and/or manufacturer.
- 2-2.5.2-F** The driver should use the seat belt restraint system at all times on the race track. In accordance with the instructions and/or recommendations of the system supplier and/or manufacturer, as set forth above.
- 2-2.5.2-G** SFI 16.5 approved seat belt restraint systems will remain approved until their expiration date which is two (2) years after the date of manufacture. The seat belt restraint systems should be used as a complete restraint system. Brands may not be mixed.
- 2-2.5.2-H** IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER TO ENSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS ARE SFI 16.5-APPROVED AND LABELED, CORRECTLY INSTALLED, IN ACCORDANCE WITH MANUFACTURER INSTRUCTIONS MAINTAINED AND PROPERLY USED.

2-2.6 Seats

- 2-2.6.1** IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER, THAT HIS/HER SEAT, HEADREST/HEAD SURROUND ASSEMBLY AND ALL SEAT COMPONENTS ARE CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.
- 2-2.6.2** Each car should be equipped with an SFI 39.1-approved seat and headrest/head surround assembly displaying valid SFI 39.1 labels and be acceptable to Track Officials. Custom manufactured constructed from solid aluminum sheet material, from the seat bottom to the driver's shoulders, will be permitted if acceptable to Track Officials. Holes and/or modifications that, in the judgment of Track Officials, were made with the intent of weight reduction will not be permitted. All seat coverings and/or upholstery should be flame retardant.
- 2-2.6.3** The seat and headrest/head surround assembly should be installed in accordance with the directions provided by the system supplier and/or manufacturer.
- 2-2.6.4** A headrest/head surround assembly, acceptable to Track Officials should be used. Headrests/head surround assemblies should be designated to provide rigid support around both sides of the helmet and across the back and from the forward most point of the helmet chin bar in addition to allowing extra length for forward head motion during impact.

- 2-2.6.5 Optional strap-type headrest supports or nets should be equipped with a quick release fastener accessible to the driver.
- 2-2.6.6 The upper seat back should be secured to horizontal shoulder bar (#7) or to a bracket that is secured to horizontal shoulder bar (#7) with a minimum of three (3) high-quality bolts. The seat bottom should be secured to the car's structure with a minimum of two (2) high quality bolts per side. When mounting through aluminum seats or brackets, large diameter washers should be used.
- 2-2.6.7 The seat bottom should be secured to the car's frame/roll cage assembly with a tubular seat frame in a symmetrical fashion with a minimum of two (2) high quality 5/16-inch minimum diameter bolts per side.
- 2-2.6.8 The seat shoulder support angle should not exceed 25 degrees from vertical when measured where the driver's shoulder contacts the seat with the seat installed in the car.
- 2-2.6.9 Rib/chest support structures, if used, should not interfere with the natural ingress and egress of the driver from the seat. Rib/chest support structures, if used, should provide full coverage from the seat back to the front of the driver's chest.

2-2.7 Window Nets

- 2-2.7.1 A window net should be installed in the left side door window opening and should be positioned to cover the entire window opening. A window net should not be used beyond two (2) years from the date of manufacture, (3) years with visual inspection (no fraying, no melting, no fading, no damage of any kind).
- 2-2.7.2 The window net should be a rib type, made from a minimum 3/4 inch, maximum one (1) inch wide material with a one (1) inch square opening between the ribs.
- 2-2.7.3 All window net mounts should be a minimum 1/2 inch diameter solid magnetic steel rod or a minimum one (1) inch wide by 3/16 thick flat magnetic steel with mounts welded directly to the roll cage. The window net, when closed, should fit tight and be secured with a lever-type quick release acceptable to Track Officials. The latch should be mounted at the top in the front roof bar and release from the inside.

2-2.8 Race Vehicle Safety

- 2-2.8.1 All lead must be securely fastened to car with at least two (2) 1/2 inch grade eight (8) bolts with a metal strap on the top and bottom. All weight must be painted white with the car number on weight. Any car or truck losing weight will be subject to fine or penalty.
- 2-2.8.2 No tungsten weight allowed.
- 2-2.8.3 Drive shafts must be painted white and have the car's number on it. There should be a 1/4 inch by two (2) inch drive shaft loop.
- 2-2.8.4 All race vehicles should have a fire extinguisher or fire suppressant system. Fire extinguishers and fire suppressant systems should be secured with metal mounts.

2-2.8 Passengers are not permitted to ride in or on a race car at any time, unless specifically instructed by Track Officials as part of a Speedway activity.

Section 3 – Inspections and Eligibility

3-1 Time, Manner, and Location - All Race Equipment is subject to inspection by Track Officials at any time and in any manner and location as determined by Track Officials. All decisions by Track Officials regarding the timing, manner and location of inspection as well as which Race Equipment will be inspected are final, non-appealable and non-reviewable except as provided in sub-section 1-6 of the NASCAR Weekly Series Rule Book.

3-2 Inspection - Only those persons approved by Track Officials may be admitted to the inspection area. (Driver and 2 crew members, inside tech/scale area, must stay with your car.)

3-3 Car Eligibility - Track Officials will determine whether Race Equipment meets the applicable specifications for an Event as specified by the Track Officials. Except as provided below, only Race Equipment determined by the Track Officials to meet the applicable specifications are eligible to compete in the Event. Such determinations may be made by Track Officials at any time before, during, or after the Event, and may be made by Track Officials in the interests of racing competition and fairness, any modifications caused or required by In-Race accidents. Competitors that practice for a Race or make an attempt to compete in an Event and are unable to will be eligible to receive last-place points for that Event.

3-4 Competitor Obligations - A competitor must take whatever steps are requested by a Track Official, including tear down of the car, to facilitate inspection of Race Equipment. This obligation includes, but is not limited to, installing inspection holes,

inspection points, and/or other means of inspection in the frame, roll cage bars, engine components, and the like. NASCAR, Track Officials, Race Director, or the Promoter are not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such inspections.

3-5 Inspection Prior to Competition - If a Track Official determines prior to competition that the car, including any Race Equipment does not meet the applicable specifications, the car will not be permitted to compete unless, the Track Official deems the Race Equipment eligible to compete.

3-6 Car Sealing/Impounding

3-6.1 A NASCAR and/or Track Officials have the right, for inspection purposes, to seal or impound Race Equipment entered and competing in an Event. NASCAR, Track Officials, Race Director, or the Promoter are not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such sealing or impounding.

3-6.2 In Events where cars are impounded after qualifying, only repairs or adjustments authorized by NASCAR or Track Officials may be performed. All repairs and/or adjustments will result in a penalty, unless determined to be a safety issue by head official, repairs must be supervised by track official.

3-7 Inspection After Competition - At an event where the Track Officials or the Local Track Rules require inspection after the Event, any Race Equipment that has competed in the Event may not be removed from the race car or taken from the racing premises without permission of the Track Official in charge of the Event. Top 5 in all divisions must go directly to tech/scale area following Checkered Flag. Speedway officials may randomly select another car from the finishing order for post-race inspection as well.

3-7.1 If you finish in the top five and do not report directly to post race inspection, you will be disqualified and receive no points or pay out for the evening. (4th/5th position report directly to scales using turn 3 pit entrance, 1st, 2nd, 3rd, report immediately following interviews). Any car going to pit stall first will be disqualified and receive no points or pay out for the evening.

- i. Cars on the front stretch for interviews, Crew may get tire temp/pressure only. You may not check your car or work on it on the front stretch. Nothing may be put in or taken out of the race car while it is on the front stretch, on its way to the scale inspection area, or on its way to technical inspection.

3-7.2 Cars will be inspected as raced. Meaning car will be inspected is presented from the racing surface.

- ii. Any excessive shaking, bouncing, etc. to reset suspension will be subject to disqualification
- iii. Team will be allowed to fill tires to recommend minimum psi
- iv. At the track scales, there will be a maximum of two attempts to ensure weight is correct. If a particular car is under the required weight after the first pass, that car / team will have one attempt to reset tire pressures and reposition car on the scales. If the car continues to fall under the required weight, they will be deemed illegal by being underweight.

3-8 Cars / Equipment / Parts Failing To Meet Specifications - NASCAR or Track Officials have the right to confiscate any Race Equipment without obligation for payment or reimbursement, which fails to meet applicable specifications during an Event or that is used altered in violation of Local Track Rules. If NASCAR or Track Officials determine that any Race Equipment used by a Competitor does not meet Local Track Rules, Track Officials may declare the car ineligible for the Event, disallow the Competitor's qualifying times, withdraw Competitor's opportunity to qualify for the Event, loss of finishing position, disqualification of the Competitor(s) from the Event and/or make such determination as may be appropriate in the interest of competition. This will not be deemed as a penalty of Section 12 of the NASCAR Weekly Series Rule Book and is not appealable under that Section. If teardown is refused, car must be presented to tech at the cars next appearance for the refused tech plus the tech for that night, regardless of finishing position, car owner, or driver.

3-9 Competitive Analysis - From time to time, NASCAR or Track Officials may determine that, in the interest of competition, it is necessary or appropriate to undertake an analysis of the performance capabilities of any Race Equipment. The Competitor shall take whatever steps are requested by NASCAR or Track Officials for this purpose. If, in the judgment of NASCAR or Track Officials, any Race Equipment has been altered or modified to compromise the results of the competitive analysis, NASCAR may assess penalties pursuant to Section 12 of the NASCAR Advance Auto Parts Weekly Series Rule Book. If, in the judgment of NASCAR or Track Officials, any action(s) or procedure(s) were conducted with the intent to alter or compromise the competitive analysis, NASCAR may assess penalties pursuant to the aforementioned Section 12. NASCAR and/or Track Officials also have the right to seal or impound Race Equipment for this purpose. NASCAR, Track Officials, Race Director, or

the Promoter are not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such analysis, sealing or impounding.

3-10 Finality of Inspection / Eligibility Decisions - Inspection and/or eligibility decisions, including decisions regarding a Competitor's compliance with equipment related procedures set forth in the Local Track Rules, are final, non-appealable and non-reviewable except as provided in sub-section 1-6 of the NASCAR Weekly Series Rule Book.

3-11 Tech Refusal – Any car refusing technical inspection, must be presented for technical inspection at the completion of the next event the car is in regardless of driver, or finishing position. Car will be required to have the technical items inspected that were refused as well as the current events technical inspection. 2nd refusal will result in fine and/or suspension.

Section 4 – Race Procedures

4-1 Race Procedures Defined - Race Procedure is the manner in which an Event is conducted. It includes, but is not limited to, determinations regarding the eligibility of car(s) for competition, a Competitor's compliance with competition-related procedures as set forth in the Rule Book, qualifying procedures, the lineup of the cars, the start of the Race, the control of cars throughout the Race by flags, lights or other direct communication between Track Officials and Competitors, the election to stop or delay a Race, control of pit activity, flagging, the positioning of cars at any time, the addition of lap(s), the assessment of lap and time penalties and the completion of the Race.

4-2 Driver Responsibilities

4-2.1 The Driver shall be the sole spokesperson for the car owner, crew members and others assigned to the racing team in any and all matters pertaining to the Event. At all Events, the driver assumes responsibility for the actions of his/her car owner and team members, and may be subject to disciplinary action as a result. At all Events, the driver assumes responsibility for assigning and directing the activities of all crew members and others assigned to the racing team who enter the car servicing area of pit road, and for spotter(s) and for ensuring that they report to their designated area at the appropriate times. The driver will be the only team representative authorized to withdraw a car from the Event.

4-2.2 All drivers must be on time to compete in the qualifying sessions and Races for which they are scheduled. Any driver or car not ready to compete within five (5) minutes of the time called, may be sent to the rear of the line, repositioned within the order of the qualifying session or race, or left out of the remainder of the day's qualifying sessions or racing activities, at the discretion of the Speedway Officials. Exceptions may be made if notice is given to Speedway Officials in adequate time.

4-2.3 Changes of the driver at any time must not be made without advance notification to and approval by Track Officials. In any condition, other than when a Race is halted due to a red flag, a driver change must be made in the car's assigned pit box or pit area only. If a driver change is made while the red flag is displayed, the car must relinquish its position and move to the rear of the field when the Race is resumed and remain there until the green flag restart, unless otherwise instructed by Speedway Officials. A change of driver between qualifying and the Race will result in the car having the go to the rear of the field to start the Race.

4-2.4 A car or driver's eligibility to compete in the Event will be at the discretion of the Speedway Officials.

4-2.5 All drivers should be on time to compete in qualifying and races for which they are scheduled. Any driver or car not ready to compete when called during qualifying will forfeit their qualifying effort and start last in the main event. Any driver or car not ready to compete within five (5) minutes of the time called for their race will be sent to the rear for the initial start.

4-3 Starting Positions Determination

4-3.1 . A driver may not attempt to qualify more than one (1) car in a single qualifying session or qualifying Race. A car may only make one (1) qualifying attempt per session unless authorized by Speedway Officials. A driver may qualify only one (1) car for an Event. The time accredited to each car determines their starting position as set forth below. When two (2) or more cars have the same qualifying times, the starting position for the Event shall be determined by the current calendar year Track Point Standings in the Series for which the Event is a part of. If point standings do not prevail, then the driver setting the duplicate time first would start in front of the other. In the event of European style qualifying (cars qualifying in groups) a random draw by the drivers setting the duplicate times will determine the starting positions.

4-3.2 Qualifying or a handicap point system may be used to determine starting positions. The method used should be brought to the agreed upon by the Track Officials and the Race Director, and should be brought to the attention of all Competitors before the race program starts. If the qualifying sessions are not completed due to weather or other adverse circumstances and if a handicap point system is not in use, Track Officials may use Track Point Standings or times from a practice session.

4-4 Race Start

- 4-4.1** All cars that are in the official starting line-up must be on the starting grid ready to participate five (5) minutes before the pace laps start unless otherwise directed by a Track Official.
- 4-4.2** Cars that fall out during pace laps will be eligible for last place Track Points. Cars that fall out of the Race during the pace laps will not be eligible for payment. Car must complete 50% of all scheduled laps to be eligible for payment, Mechanical failure excluded.
- 4-4.3** Once the field of cars is lined up and the starter signals the drivers to be ready, pace laps may be set at the discretion of Track Officials. During the pace laps, if a car does not maintain its designated position in the starting field, Track Officials may reposition the car at their discretion. Scoring and the required Race distance begin when the leader crosses the start/finish line after the starting flag is displayed.
- 4-4.4** Unless otherwise directed by Track Officials, the car awarded the pole position will be given the choice of starting on the pole or taking the outside position in the front row. The car awarded the pole position will be used as the control car for the start of the Race.
- 4-4.5** At Events where the cars are impounded by Track Officials after the starting lineup is determined, teams will not be permitted to make any repairs, adjustments, add fuel, changes of car parts and/or components before the affected car receives the green flag on the race track, unless otherwise authorized by Track Officials.
- 4-4.6** When a driver change is made during a Race in order for the initial driver to receive points and prize money, the initial driver must start the Race. Otherwise, the points and prize money will be awarded to the relief driver. Driver changes will not be permitted from the start of pace laps until after the car completes the first scored lap.
- 4-4.7** All driver changes must be authorized by Track Officials. If a driver change is made before the start of a Race, the car must relinquish its starting position and start at the rear of the field.
- 4-4.8** Driver points and prize money will be awarded only to the starting driver.

4-4.9 Qualifying Invert

4-4.9.1 Opening night and Championship Night will be no dice roll for race starting order invert.

4-4.9.2 Twin Events Invert first race will be no invert, second race will be invert of 8.

4-4.10 Backup Cars:

4-4.10.1 Once qualifying has begun (whether completed or not), of the starting field has been determined, if a backup car is used, the car must start the Race at the rear of the field.

4-4.10.2 If qualifying is not completed due to weather or other adverse circumstances, and a backup car was authorized prior to the starting field being determined, the Track Officials will make the determination whether a backup car has had adequate practice to remain eligible for its assigned starting position. If the determination is made that the car is not eligible for its assigned positions, the car will start at the rear of the field.

4-4.10.3 Twin Events – The car in the first race must be used in the second race, moving to a backup car is not allowed for the second race.

4-5 Race Halt

4-5.1 Track Officials will determine whether the race track is suitable for competition.

4-5.2 A Race may be stopped at the discretion of the Track Officials at any time they determine, or on the exercise of their independent judgment, that the track is not suitable for competition. C. Upon resuming the Race, following a Race halt, all subsequent laps may be scored.

4-6 Race Halt / Restart Before One (1) Lap Completion When a Race is stopped before the completion of one (1) lap, there shall be a complete double-file restart in the original starting positions, except any car that is involved or not able to return to its position at the time of the restart shall lose its original position and Track Officials shall determine the starting position for such car(s) at the rear of the field. Due to the speedway only having 1 electronic scoring loop a lap is considered complete when the last car on the lead lap crosses the scoring loop at the start/finish line.

4-7 Race Halt / Caution Period / Restart After One (1) Lap Completion

4-7.1 When a Race is stopped after the completion of at least one (1) lap, cars will line up in their respective track order in which they were scored. If there is no restart, and the Race is declared official, the cars will be scored as outlined in the Official Completion section.

4-7.2 Restart procedures will be made known at the Pre-Race drivers meeting. When the starter/officials give the “double up” signal, cars will choose the inside or outside lane using the cone. Cars must not move from the lane in which they choose. The flagman will restart the race.

4-7.2.1 The lead car will be the control car for the restart.

4-7.2.2 All lapped cars must line up in their respective track position, behind the last car on the lead lap.

4-7.2.3 The car awarded the “Free Pass/Lucky Dog” at the time of the last completed green flag lap must line up behind the last lapped down car in the running order (end of the field). Each division will use the Free Pass.

4-7.2.4 Car(s) that have been issued a race procedure penalty must line up at the “Tail of the Field” in their respective track position.

4-7.2.5 Car(s) involved in an accident, altercation, etc. must go to the tail of the field, behind all cars on the track.

4-7.2.6 Once the leader receives the “one to go” signal at the start/finish line, all cars exiting pit road will restart at the rear of the field unless otherwise directed by Track Officials.

4-7.2.7 Car(s) electing to lay over to the inside column, must allow all car(s) to pass on the outside, and then double-up at the “Tail of the Field” in their respective track position.

4-7.3 All car(s) must maintain their respective track position and stay in their lane and/or line until they have crossed the start/finish line for the restart.

4-7.4 Any car that brings out three cautions in one Race will be parked.

4-8 Race Halt / Adverse Circumstances When an Event is halted due to rain, curfew or adverse circumstances, the Event may be rescheduled to a date and time to be determined by NASCAR and Track Officials. Unless otherwise determined by Track Officials, the rescheduled Event program shall start with the incomplete portion of the previous Race and all original entries shall start in the position they held when the Race was stopped.

4-9 Lap or Time Penalties A lap or time penalty is the act during a Race of detaining a car and its driver for a certain time or number of laps, whichever is appropriate as determined by Track Officials. A lap or time penalty is not a “penalty” within the meaning of Section 12 of the NASCAR Weekly Series Rule Book and is not appealable under that Section. A lap or time penalty may be imposed when the Competitor has violated the NASCAR/Track Rules, a directive from a Track Official, or a known pit road or race procedure including but not limited to, intentionally causing or attempting to cause a caution period, aggressive driving, passing the caution vehicle, going above the pre-established blend line when exiting the pits, passing prior to the start/finish line on the initial start, restart violation, and verbal abuse of, or inappropriate gestures to Track Officials. A Competitor shall not receive a lap or time penalty after the Race unless in the closing laps of the Race, a Competitor violates a NASCAR/Track Rule, a directive from a Track Official, or a known Race of pit road procedure, and there are not enough laps remaining in the Race for the Track Officials to impose a lap or time penalty. If a post-race lap or time penalty is imposed, a scoring correction reflecting penalty will be permitted prior to the posting of official Race results.

4-10 Parking The Track Officials may direct a Competitor to cease competition, to leave the racing premises, or to bring the car to the pit road and/or garage area for a specified number of laps and/or a specified time penalty, for the balance of the Race, if it is necessary to do so in order to promote the orderly conduct of the Event(s). Such a directive will be given only in extraordinary circumstances, as determined by Track Officials. It will not be deemed or constructed to be a disqualification, suspension or other “penalty” within the meaning of Section 12 of the NASCAR Weekly Series Rule Book and is not appealable under that Section.

4-11 Race Start / Finish Line The start/finish line shall be considered to extend from the grandstand retaining wall to the pit service wall or a point in the infield. Any car driven by its driver between these points may legally be scored, receive the green, yellow, black, white or the checkered flags. Unless otherwise authorized, the leading edge of this line shall be considered the scoring points, as determined by Track Officials.

4-12 Official Completion

4-12.1 All Races will be run until the leader has completed the required Race distance, which means the advertised distance, except as described in sub-section 9-14C & D of the NASCAR Rule Book. A Race will not be considered officially completed if the leader has not completed the halfway distance.

4-12.2 Once the leader receives the white flag at the start/finish line and the yellow flag is displayed and/or the caution lights illuminated (yellow), the Race will not be restarted. (Finish will be determined by the order of the cars that crossed the start finish line to take white flag, cars not crossing finishing order will be determined by last completed lap. Cars involved in caution will be sent to rear of the field as they would have if the Race had been restarted).

4-12.3 Required Race Distance Is Less than Advertised Distance - If, when the halfway distance has been reached or surpassed by the leader, Track Officials determine in their sole discretion that unforeseen circumstance prevent the completion of the advertised distance or make it impractical to continue or complete the Race within a reasonable time after it has been stopped, the Race will be considered officially completed as of the last lap completed by the leader prior to the race halt, and the finishing positions will be determined as they would have if the Race had been restarted.

4-12.4 Time limit – All races will have a time limit of one minute per lap. When Time limit is reached the next flag (Caution or Checkered) will end the race.

4-13 Pit Procedures During Race Please refer to Section 9-15 of the NASCAR Weekly Series Rule Book.

Section 5 – Race Procedures (Flag/Light Rules)

5-1 General Track Officials will establish and enforce the flag rules for each Event. The procedure for use of flags by Track Officials may vary for individual tracks or Races.

5-2 Green Flag

5-2.1 The green flag signifies the start or restart of racing conditions. The Track Officials will signify one (1) lap to go, a lap before the green flag will be displayed.

5-2.2 At the initial start of the race, the starter will display the green flag at his/her discretion. Cars must maintain their respective track position/lane as designated by Track Officials until they have crossed the start/finish line.

5-2.3 All restarts shall be made at a designated area on the race track and will be made known to the drivers in the Pre-Race drivers' meeting. If the leader does not restart when he/she reaches the designated area on the race track, the starter will restart the race. Once the green flag is displayed, cars must maintain their respective track position/lane as designated by Track Officials until they have crossed the start/finish line.

5-3 Blue Flag with Diagonal Yellow (or Orange) Stripe

5-3.1 The blue flag with a diagonal yellow (or orange) stripe signifies that faster traffic is overtaking the cars begin signaled. Cars being given this flag must prepare to yield to overtaking traffic.

5-4 Yellow Flag / Pit Entry Flag / Light

5-4.1 The yellow flag/light signifies a caution period. The yellow flag will be displayed and the caution (yellow) lights illuminates immediately following any cause for the caution period. ALL CARS MUST REDUCE THEIR SPEED TO A CAUTIOUS PACE, maintain their respective track position independently and form a single line behind the lead car. The track position of each car will be determined by the Track Officials and NO PASSING WILL BE PERMITTED, unless directed by Track Officials. Cars must maintain, under their own power, a reasonable speed considering the conditions that exist on the track. Determination of a reasonable speed is a judgment call and will be made by Track Officials.

5-4.2 Cars returning to the race track from the pits during a caution period must wait for the continuous line of cars behind the caution vehicle, unless otherwise directed by track officials.

5-4.3 Cars may not pass the caution vehicle unless directed to do so by a Track Official. Any cars illegally passing the caution vehicle or Race leader will be black flagged or re-positioned at the discretion of the Track Officials.

5-4.4 Anyone stopping to argue with officials will be sent to the rear. If you have been ask by an official you may return to your prior spot if directed when released. (If reporting a safety issue this will not apply.)

5-4.5 Any driver who, in the judgment of Track Officials, intentionally causes or attempts to cause a caution (yellow flag) condition by stopping, spinning out, or any other action, will be penalized one lap.

5-4.6 Free Pass/Lucky Dog

5-4.6.1 After the yellow flag is displayed and/or caution lights are illuminated (yellow), the first eligible car, one (1) or more laps down to the leader at the time of a caution period, will be given (1) lap back. The car must maintain a reasonable speedway (what determines a reasonable speed will be at the discretion of Track Officials). The eligible car will be instructed to line up behind the caution vehicle. When the "one (1) to go" signal has been given the eligible car will be instructed by Track Officials to pass the caution vehicle in order to gain one (1) lap back and will restart the Race at the tail of the field.

5-4.6.2 A car is not eligible to receive the "Free Pass" when, in the judgment of Track Officials, the car was involved in, or the reason for the caution. Under these circumstances, the "Free Pass" will not be awarded to any car. If a car(s) is under penalty, the car(s) in the garage, the car(s) is behind pit wall, make a pit stop before pit road is open, or making a pit stop before being released on the "one (1) lap to go signal" the car(s) will be deemed ineligible.

5-4.6.3 In Races that caution laps are not counted, Track Officials may choose to insert the Competitor's "Free Pass" lap into the scoring equipment and not have the driver pass the caution vehicle.

5-5 Red Flag

5-5.1 THE RED FLAG SIGNIFIES THAT THE PRACTICE OR RACE MUST BE STOPPED IMMEDIATELY REGARDLESS OF THE POSITION OF THE CAR ON TRACK. The red flag shall be used if, in the opinion of Track Officials, the practice or Race should be stopped immediately. Cars should be brought to a stop in an area designates by Track Officials. Repairs or service of any nature or refueling will not be permitted when the Race is halted due to a red flag unless authorized by Track Officials.

5-6 Black Flag/Black Flag with White Cross

- 5-6.1** The black flag signifies the driver must go to the pits immediately and report to the Track Officials at the car's assigned pit area. It does not mean automatic disqualification. At the discretion of Track Officials, if the driver does not obey they black flag directive, the driver may then may be given the black flag with a white cross at the start/finish line to inform the driver that any additional scoring of his/her car will be discontinued until further notice.
- 5-6.2** In addition to the black flag, Track Officials may use a blackboard or black flag number indicator in full view of the Competitor of which the number of the car is being black-flagged will be shown. Track Officials may also communicate to the crew the black flag directive.
- 5-6.3** Any car not running at a reasonable racing speed may receive the black flag for safety reasons.
- 5-6.4** If the race has concluded and the driver has not responded to the black flag, the Race Director has the ability to remove completed laps from the driver.

5-7 White Flag

- 5-7.1** The white flag signifies that the leader has started his/her first lap. When the yellow flag is displayed and/or the caution lights are illuminated (yellow) during the white flag lap, cars will be scored based on their respective track position. NO PASSING WILL BE PERMITTED as long as the car(s) maintain a reasonable speed considering the conditions that exist on the track. The determination of respective track position and reasonable speed are judgment calls that will be made by Track Officials.
- 5-7.2** Any Competitor assisting another competitor after passing under the white flag may be subject to a lap or time penalty.

5-8 Checkered Flag

- 5-8.1** The checkered flag signifies that the Race is completed. When the required Race distance has been completed by the lead car, the Race distance will be declared "officially complete" regardless of the flag being displayed. The definition of the required Race distance is provided on sub-section 9-14 of the NASCAR Weekly Series Rule Book.
- 5-8.2** When the checkered flag is displayed and the Race leader completes the Race, the balance of the field also completes the Race in the same lap. Finishing positions will be determined according to the most laps traveled in the least total time, whether the car is running or not.
- 5-8.3** The Race winner or any other designated Race finishers in any Race must bring his/her car to the start/finish line or designated area and remain there until released by the Track Officials.

5-9 Special Flags/Signal Lights

- 5-9.1** Please refer to sub-section 10-9 of the NASCAR Weekly Series Rule Book.

5-10 End of Race

- 5-10.1** There will be three attempts at a green, white, checkered finish.
- 5-10.2** If the leader takes the white flag and a caution comes out, the field is frozen and the race is over. Results will come from the last completed lap outside of those involved in the wreck. They will be scored at the tail end of the lead lap.

Section 6 – Timing and Scoring

- 6-1 Official Scoring** The Track Official designated by the Race Director to be the Official Scorer for an Event is responsible for timing and scoring the Event. The decisions of the Official Scorer, with respect to timing and scoring, are final.
- 6-2 Transponders** The Speedway requires the use of transponders. Transponders must be mounted on the back side of the right-rear axle in all divisions except Pure 4. Pure 4s must have their transponders mounted back 12 inches (one foot) from the center of the right-rear tire.
- 6-2.2** All transponders MUST be on the car/truck before going out on the race track for practice.
- 6-2.1** If transponder is damaged owner/driver could be subject to penalty/fine.

Section 7 – Violations and Disciplinary Action

- 7-1** The Speedway or NASCAR may hand down penalties to any Participant at any time. Please refer to Section 12 of the NASCAR Weekly Series Rule Book.

7-2 The Speedway has the ability to confiscate any part that fails to be in compliance with the track rules.

7-3 Any driver deemed to be retaliating during or after a Race, will be suspended and/or fined.

Section 8 Protest

8-1 General Procedure All matters pertaining to protests shall be handled by Track Officials. If a NASCAR Member who is a Competitor has or will obtain a significant unfair competitive advantage by some action that the Member believes is in violation of Local Track Rules, the Member may protest such action to a Track Tech Official. The protest must be made in writing by the Competitor only within 20 minutes after the checkered flag is displayed signifying the end of competition of the Race. Only the top five positions in all divisions can protest, and they must finish on the lead lap. Any Top 5 position can protest any position forward of their position. Competitors cannot protest another Competitor finishing behind them. Second protest of same individuals will require protesting car to also tear down their car equally.

8-2 Protest Fees

8-2.1 Late Model Sportsman - NASCAR 2023 WEEKLY SERIES GUIDELINES

8-2.2 Street Stock/Mod 4 - A protest that involves the removal and inspection of the cylinder head, and all cylinder head components shall be \$500. A protest that involves the removal and inspection of the camshaft and its components shall be \$500. A protest that involves the removal and inspection of a piston(s) and/or connecting rod(s) assembly and their components shall be \$750. A protest that involves the removal of the crankshaft from the engine and inspection of the crankshaft and all its components shall be \$1000. Total protest fee is \$2550.

8-2.3 Pure 4/Beginner 4 - A protest that involves the removal and inspection of the cylinder head, and all cylinder head components shall be \$300. A protest that involves the removal and inspection of the camshaft and its components shall be \$100. A protest that involves the removal and inspection of a piston(s) and/or connecting rod(s) assembly and their components and the crankshaft and all its components shall be \$500. Total protest fee is \$1,000.

8-2.4 For all Late Model Sportsman, Street Stock, and Mod4, items not mentioned above will be \$250 per protested item. For Pure 4/Beginner 4 items not mentioned above will be \$100 per protested item.

8-2.5 Regardless of the outcome of the protest, 20% of the protest fee(s) will remain with the Track.

8-2.6 After a protest is requested and money has been received, the protest is official. A protester requesting to drop the protest will forfeit HALF of the fee to The Speedway

8-2.7 The Speedway has the ability to confiscate any part that fails to be in compliance with the track rules.

8-3 The Track Officials shall decide whether the matter is subject to protest, and if so shall decide the protest as promptly as possible, and shall inform the parties to be protested of the decision. The Track Official may decline to accept a protest, even if the matter were otherwise subject to protest, if he/she determines that the alleged rule violation is so insubstantial as to not provide the Competitor with a significant competitive advantage over the other Competitors. A decision that the matter is not subject to protest is final and non-appealable. In deciding the protest, the Track Official may take whatever action he/she deems appropriate to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official Race results, imposing penalties (disqualifications, suspension or fines, and/or loss of finishing position(s) in the Event), awarding or subtracting points, or taking no action. The protesting NASCAR licensed member, or his/her appointed NASCAR licensed representative will be permitted to be present during the inspection process of the protest. Any additional rules violations, not related to the protest, found during the protest inspection process are subject to disqualification or penalties. Only the car driver (or representative), car owner (or representative), chief steward, technical inspector(s), management and protester (or representative) are allowed in the protest process.

8-4 Penalties Not Subject to Protest Protests will not be accepted that are directed to a decision of a Track Official or Supervisory Official on any subject not specifically provided for in these rules or Local Track Rules. Such subjects include, but are not limited to, time and scoring decisions, inspection decisions, and Race procedure decisions.

8-5 The decision of the Track Official with respect to a protest is final and non-appealable, unless the decisions of the Track Official results in the issuance of a penalty by NASCAR pursuant to Section 12 of the NASCAR Weekly Series Rule Book. In that event, only the imposition of the penalty shall be subject to further review in accordance with Section 14 of the NASCAR Weekly Series Rule Book.

8-6 No more than three (3) race team members are allowed in the Tech Area during a protest inspection. Such team members are limited to the car owner, driver, or pit crew member. Team members must remain by their respective cars always.

8-7 No more than one (1) race team members are allowed in the Tech building with Track Official during a protest inspection. Such team members are limited to the car owner, driver, or pit crew member.

8-8 Refusal of a protest will result in a loss of Points and Payment for the night.

8-9 Any protest that is deemed to be a grudge / buddy / malice protest may be refused by Speedway Tech Officials.

8-10 No protest last 2 events of season

Section 9 – Appeals

9-1 Please refer to Section 14 of the NASCAR Weekly Series Rule Book for the Appeals to the National Motorsports Appeals Panel and Section 15 for the Final Appeal to the National Motorsports Appeals Officer

Section 10 – Penalty Structure

10-1 There will be penalties handed out for on track or off track incidents that is deemed detrimental to the Speedway and/or the sport of auto racing. The penalty structure for offenses is as follows:

1st Offense: Probation for decided number of races and possible fine of \$ 250.

2nd Offense: Suspension for decided number of races and fine of \$ 500.

3rd Offense: Indefinite suspension and fine of \$ 1000.

Section 11 - Prize Money

11-1 The Speedway sets the prize money for each individual division. A copy of the purse for a Competitor's division is available upon request.

11-2 Unpaid fines for the car owner, driver, crew chief, crew members, and others assigned to the racing team may be collected by The Speedway by deducting from the purse or point fund earnings of the driver.

11-2 Unpaid Tire/Fuel/ETC. Invoices for the car owner, driver, crew chief, crew members, and others assigned to the racing team may be collected by The Speedway by deducting from the purse or point fund earnings of the driver.

Section 12 – Points

12-1 Points Structure

1st	30 pts.	11th	20 pts.	21st	10 pts.
2nd	29 pts.	12th	19 pts.	22nd	9 pts.
3rd	28 pts.	13th	18 pts.	23rd	8 pts.
4th	27 pts.	14th	17 pts.	24th	7 pts.
5th	26 pts.	15th	16 pts.	25th	6 pts.
6th	25 pts.	16th	15 pts.	26th	5 pts.
7th	24 pts.	17th	14 pts.	27th	4 pts.
8th	23 pts.	18th	13 pts.	28th	3 pts.
9th	22 pts.	19th	12 pts.	29th	2 pts.
10th	21 pts.	20th	11 pts.	30th-Last	1 pts.

12-3 Speedway Rookie of the Year Program

12-3.1 The rookie Competitor finishing highest in the Track Points Standings in their respective division will be awarded the Rookie of the Year.

12-3.2 To be eligible, a Competitor may not have competed in the respective division more than 7 races and Competitor must not have competed in a higher division.

Section 13 – Driver/Team Rules

13-1 Rule Book – Drivers, Crew Members, and owners are responsible to read the above rule book and the rule book for their respective division.

13-2 Radio Frequencies – Spotter/Driver radio frequency/communication channels must be provided to the track.

13-3 Camera – Interior or exterior cameras are not allowed on any racecar in any division during competition.

