

2019 Rule Book



The Bullring at Las Vegas Motor Speedway

These rules are in effect as of January 1, 2019. This publication supersedes all previous LVMS rule books and rules updates.

LVMS reserves the right to alter or amend these rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of this rule book. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the Bullring's Chief Technical Inspector shall prevail.

The rules and regulations set forth herein are designed to provide for orderly conduct of racing events and to establish minimum requirements for such events. These rules shall govern the conditions of LVMS short track events, and by participating in these events, all participants, guests, race members and staff are deemed to have complied with these rules and/or regulations. No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others. In the event of a serious or fatal injury, LVMS reserves the right to impound race cars for review and evaluation, and may exercise this right at any time. The Chief Technical Inspector shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirements.

No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which LVMS short track events will be governed. LVMS tech officials are authorized to decide if an equipment change or modification is an attempt to circumvent these rules. LVMS officials can and will disqualify a race car in violation of the spirit and intent of these rules.

Note: If this rule book does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. Illegal components may be confiscated and become the property of LVMS. No part is deemed to have been approved by LVMS by passing through prior technical inspections.

All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury. The participants, guest and crew members voluntarily assume these risks.

CLASSES FOR THE 2019 SEASON

Super Late Models – NASCAR division 1 license required to compete in this division.

Super Stocks – NASCAR Charger license required to compete in this division.

Bombers – NASCAR Charger license required to compete in this division.

Modifieds - NASCAR Charger license required to compete in this division.

Skid Plate Cars – No sanctioning body license required to compete in this division.

Legends Cars – INEX license required to compete in this division.

Bandoleros – INEX license required to compete in this division.

Thunder Roadsters – No sanctioning body license required to compete in this division.

Jr. Late Models – No sanctioning body license required to compete in this division.

Pit Area and Pre-race Procedures.

Pit Stalls and Parking

- 1.1 All teams are permitted to use one pit parking stall per race vehicle at each race event. If you have an extra-long tow rig you will be required to stagger you're parking with another tow rig in the front pit stall.
- 1.2 All pit parking spaces will be first come first served.
- 1.3 **We will no longer allow additional vehicles into the pit area.**

Pit Vehicle Rules

- 2.1 LVMS reserves the right to reject any motorized pit vehicle based on its design, condition, appearance, or construction.
- 2.2 Non-motorized vehicles such as, but not limited to, skateboards, roller skates, scooters, go-peds, etc., may not be used in the pit area. Bicycles are permitted if operated by someone at least 16 years of age.
- 2.3 Auxiliary pit vehicles may be used for necessary transportation only. All motorized pit vehicles must have an insurance policy issued to LVMS prior to usage on LVMS property. A Pit Vehicle Pass will be issued to the owner of the vehicle and it must be posted on the vehicle while in use on the property. Joyriding, cruising, or any other recreational riding of the vehicle is prohibited. Vehicles are only allowed on the property during the course of a race event. Spectators, guests, and non-participants are NOT allowed to bring vehicles into the pits.
- 2.4 All vehicles, whenever possible are to use perimeter roadways and are to avoid high traffic areas in the pits.
- 2.5 The maximum speed limit for all vehicles in the pit area is 5 miles per hour.
- 2.6 All pit vehicles must have the LVMS-issued credential clearly visible at all times.
- 2.7 All operators of pit vehicles must be 16 years of age, possess a valid state driver's license and must be covered by adequate general liability insurance. Proof of these must be provided upon the request of any event official.
- 2.8 Pit vehicles operated after dusk (or sunset) must have a working headlight. Taillights may also be required on vehicles depending on the individual vehicle design.
- 2.9 *Children under 12 years of age must be accompanied by an adult while in the pit area and are not permitted to ride any transportation device in the pits.*

Pre-Race Procedure

- 3.1 Pre-race Technical Inspection. Every race event requires all participants to present their race car(s) and tech card(s) to an Official Technical Inspector for inspection. This includes any back up cars. All cars must be inspected before the car is allowed on the track for practice sessions and race events. Cars that have not passed through pre-race technical inspection prior to the event's Driver's Meeting are subject to starting position and/or qualifying penalties. Any driver failing to present a car for Pre-race inspection prior to entering the racing surface will be assessed a \$50 fine and will receive their slowest qualifying lap. Passing pre-race technical inspection is not a guarantee that any car is 100% legal, compliance with all individual rules is the driver's sole responsibility. Post-race technical inspection requirements will be covered in each evening's Driver's Meeting.
- 3.2 Check In: Following technical inspection of the car, all drivers must also check-in with the official inside of the Tech Barn to document driver information, acquire a transponder, and/or draw for heat race or qualifying position. Any driver not checking prior to the posted deadline will automatically start at the rear of the heat races or, for classes that qualify, receive the second-fastest lap time as their official qualifying time.
- 3.3 Driver's Meeting: All participants must attend the Drivers' meeting. LVMS reserves the right to penalize any driver not in attendance at the meeting by placing him at the rear of the field for the heat race or feature event. Spotters and other crew members should also attend each driver's meeting.
- 3.4 Pit Speed: Cars moving through the pits must do so with extreme caution and at a maximum speed of 5 mph. Any driver observed to be driving dangerously or at an excessive rate of speed will be fined a minimum of \$100 for the first infraction. No one (except the driver) is allowed to ride in or on the race car at any time. Failure to obey these rules may result in disqualification from the entire race night.

Section 1; Practice, Qualifying and Race Procedures.

Section 1 Practice Sessions

- 1.1 Practice. A schedule of available practice sessions will be outlined on each evening's event schedule. Copies of the schedule can be obtained in the Tech Barn during driver check-in. Sessions will be at a set time, for a set amount of minutes, divided up by class of car. Every effort will be made to adhere to the schedule and provide adequate practice. However, keep in mind that the schedule is subject to change.
- 1.1-1 Safety gear: All safety gear, including gloves, is required to be worn as intended during any and all practice sessions. Drivers found to be in violation of this rule will be immediately black flagged and subject to fines, penalties, or disqualification from the event. Accidents can happen at any time, we want all racers to be safe.
- 1.1-2 No contact: During practice all drivers are expected to find adequate space on the track to test their cars safely, without coming into contact with other racers. Practice is expected to be NO CONTACT time on the track.
- 1.1-3 Communication: The official in the tower will be in contact with drivers via RACEceiver while they are on track for practice sessions. It is important that drivers have their communication devices on during practice sessions. Drivers are also encouraged to use hand signals to other drivers when slowing, having difficulties with their car, or leaving the racing surface. Please stay high and out of the racing groove when not up to speed.
- 1.1-4 Transponders: Transponders are necessary for proper timing and scoring of cars during an event. All cars should have their transponders on for practice sessions and all drivers should check the posted timing sheets following each practice session to ensure their transponder is working properly. Failure to test your transponder prior to qualifying could lead to having no time recorded.

Section 1 Qualifying Procedures

- 1.2 Qualifying methods vary by event and by division of car raced. Qualifying will consist of, but is not limited to Group Qualifying, Single Car Qualifying, Timed Qualifying, and Heat Races. Procedures for qualifying will be outlined in each event's schedule and discussed at the Driver's Meeting.
- 1.2-1 Heat Races. If heat races are used, qualifying times, or random draw will be used to determine starting positions for racers in these events. Number of heats will be determined by number of cars in the division. The general outline is less than 9 cars, 1 heat; 9-20 cars, 2 heats; more than 20 cars, 3 heats. Drivers may not attempt to compete in more than one car during heat races.
- 1.2-2 Group Qualifying. If group qualifying is used, every effort will be made to divide the cars into even groups for qualifying. Groups will consist of 3, 4, or 5 cars and will be timed for 3 laps. During group qualifying cars need to space themselves out as they enter the track on the back stretch and get up to speed at each car exits turn 4. Cars deemed to be bumping, pushing, or drafting other cars will have their times disallowed. It is each driver's responsibility to space themselves out from other cars to ensure adequate spacing for qualifying.
- 1.2-3 Single Car Qualifying: If single car qualifying is used, cars will be timed on 2 consecutive laps. All cars will take the green their first time by the flag stand.
- 1.2-4 Any car that takes the initial green flag is considered to have made an attempt to qualify, regardless of the outcome of that attempt and will not be allowed back on the track for another attempt in the same car. Should a car exit the track prior to taking the green flag, they may be allowed a one (1) lap timing attempt.
- 1.2-5 Any car not in staging when the final car or group is rolled onto the race track will not qualify.
- 1.2-6 Drivers may not attempt to qualify more than one car during qualifying.
- 1.2-7 The DRIVER is qualified for an event, NOT the car. Should a driver switch cars during an event, (regular or special event), the driver will start at the rear of the event they are qualified for, heat, B-feature, A-feature.

Section 2 Racing Rules, Flags, Race Procedures.

- 2.1 Line Up: All cars must line up in the designated staging area prior to their respective events. Any car not staged and ready to go when the race is called to the track will not retain the start position, and will start in the rear, in that race. The Race Director may allow that car to enter a subsequent heat race or feature event at the rear of the field. Driver and car are considered one for the entire night, unless the Chief Pit Steward is notified of a change. In the event that a car drops out of the line-up before a race begins, the cars in the line behind that car will be moved straight forward.

- 2.1-1 Start of the Race: There is only 1 initial green flag in any event. The initial green is the first green flag flown in an event, regardless of the outcome; false start, caution, red flag, etc. If a competitor is not on the track on the initial green flag he may not compete in the race in question. The initial green flag ends when the leader crosses the start/finish line and completes lap 1 or when another flag is flown prior to the leader completing lap 1.
- 2.1-2 Pace Car: When the pace car's lights are extinguished, the race will be "going green" the next time past the designated starting spot. It is each driver's responsibility to maintain the speed of the pace car and be ready to start at this time. Failure to maintain the proper speed will result in the lead car being sent to the rear of the field. Cars should not pass the pace car unless instructed to do so. Any car called to track exit for consultation with an official may be permitted to pass the pace car during caution periods.
- 2.1-3 Initial starts: All initial starts are double file, nose to tail starts, at the pace set by the pace car under caution prior to the start. The Chief Starter/Flagman starts the race, not the drivers. The flagman will wave the green flag when the cars are somewhere between the lines painted on the front straight away. There is NO PASSING on the initial starts prior to the flag stand. A car is considered in the act of passing if their front bumper is even with or in front of the rear bumper of the car in front of them. Cars passing, or in the act of passing prior to the start/finish line will be docked 2 spots for each position gained at the next caution or the end of the race, whichever comes first.
- 2.1-4 False starts: In the event that a start is waived off, the yellow flag will be displayed as the cars enter the backstretch. Any car deemed to be intentionally slowing the field, accelerating too soon, or moving out of line prior to the green flag will be sent to the rear of the field.
- 2.1-5 Single file restarts: All NON-FEATURE events, heats, dashes, and B-features will be SINGLE FILE restarts.
- 2.1-6 Restart line-ups: All restart lineups will be derived from the Chief Scorer's lap sheets, or computer transponder timing sheet, as the field crossed the start/finish line on the last completed green flag lap. Under caution all cars are to get into single file immediately. The lineup will be called and/or fixed over the RACEceiver.
- 2.1-7 Double-file restarts: All Super Late Model, Modified, Super Stock, Bomber, Legend Car, Jr. Late Models and Thunder Car feature restarts will be double file. Cars will remain single file until the lineup is approved by scoring. When given the 1 to go signal by the Flagman, the caution lights will go out and cars will get into standard double-file formation. Leader inside, second place to his outside, third inside, fourth outside, all the way through the field. Any driver found to be in violations of this lineup rule will be penalized at the next caution or at the end of the race, whichever comes first.
- 2.1-8 Restarts: On ANY restart (single or double file) the leader must maintain the pace of the pace car after the pace car leaves the field. All cars should be nose to tail throughout the field. Cars lagging back, not lined up directly behind the car in front of them will be deemed to be jumping the start and will be penalized. The LEADER starts the race between the two white lines on the front straight. Once the LEADER accelerates the green flag is out and racing is underway. If the leader doesn't accelerate by the 2nd white line, the flagman will start the race. All passing on restarts must be done to the outside (right) prior to the start / finish line. Drivers may only pass to the left to avoid colliding with a disabled car (loss of power, missed shift, etc). Any car deemed to have jumped a restart in any way (lagging back, pulling out of line, passing to the left, etc) will be penalized a minimum of two spots per position gained at the next caution or at the end of the race, whichever comes first.
- 2.1-9 Lapped Cars: All lapped cars will remain in line during restarts (with more than 5 laps to go) as they were running at the time of the caution.
- 2.1-10 Restarts with 5 to go: All restarts within the final 5 laps of an event will be single file, with lapped cars going to the tail of the field in the order in which they are scored in the race.
- 2.1-11 Cautions: At the Race Director's discretion, the caution flag may be displayed at any time during a race, including during the final lap of a race. Drivers DO NOT race to the caution. When the caution is displayed, all drivers should safely slow their speed and get into single file formation. There is NO PASSING under the caution flag. Any driver attempting to improve their position under caution will be warned and then penalized positions and/or relegated to the rear of the field. The Race Director may decide to conclude a race while under caution due to time constraints or time limits.

- 2.1-12 Accident Rules: When a race is slowed or halted, any car(s) deemed to be the cause of the incident shall be placed at the rear of the field in the order in which they completed the last lap. Any car that is initially involved in an accident and continues through the accident scene under its own power could, at the Race Director's discretion, be returned to its running position prior to the accident. The Race Director will make this decision based on their view of the accident, with assistance of track officials located around the track. Stopping to avoid an accident does not constitute causing a caution. However, drivers that spin out on their own must make an attempt to continue immediately and not slow the race. The Race Director reserve the right to penalize any driver (1) lap for intentionally causing a caution flag for their own benefit.
- 2.1-13 Two Caution Rule: Any driver causing two caution flags during the same event will be removed from the event and relegated to the pits. The Race Director makes the final determination as to the car(s) causing the caution flag each time it is waved.
- 2.1-14 Passing: It is the responsibility of both the overtaking and overtaken drivers to assure safe passing at racing speeds. A driver being overtaken must give the overtaking driver a lane to race in. A car is ruled to have lost a position when the overtaking car's hood pins are even with the driver's side door of the car being passed. Cars viewed to be blocking will be instructed to pick a line or will be black flagged from the event. All drivers are to race everyone as they wish to be raced, which should mean racing both fair and clean.
- 2.1-15 Black Flag (Rough Driving): Any driver who is observed causing other drivers to spin or lose control of their car during a race – or during the “cool-down lap” – may be warned, fined, disqualified and/or suspended indefinitely at the track management's discretion. This rule also applies to lapped cars choosing to re-enter the event. It is important for every driver to respect the equipment of as well as his fellow competitors.
- 2.1-16 Black Flag (Safety): A black flag will be given to any driver that is losing a part on their race car, smoking,leaking badly, or to assess a penalty. Lost parts include (but are not limited to) front & rear bumpers, hoods, body panels, leaking fuel, leaking oil, etc. When a black flag is displayed, that driver should immediately report to the hot-pit lane for consultation. The vehicle receiving the black flag will only be scored the lap that the black flag is displayed, on the second lap of receiving the black flag the vehicle will not be scored. Decisions on black flags will be made by the Race Director.
- 2.1-17 Pitting during a race: Any driver going to the pits during a caution period may return to the race at the rear of the field. The hot-pit lane may only be used for the removal of loose body parts or other minor repairs.
- 2.1-18 Working on cars: All work on the race car must be done in the pit area or any area, which is designated by the officials at the driver's meeting. No crew members are permitted on the race track at any time. The only exception would be those requested to be there or escorted by an official.
- 2.1-19 Red Flag: During a red flag all cars should come safely to a stop, trying to leave safety vehicles a clear lane to incident on the track. No cars should move or leave the track during a red flag. Officials will stop any work done to cars currently off the track and in the pit area. Moving or leaving the track during a red may lead to disqualification from the event.
- 2.1-20 Driver Safety: Drivers are to remain in their cars while on the race track until safety personnel arrives and instructs them to exit the vehicle. The exception would be in the event of fire or immediate danger to the driver's person. All drivers should follow the instructions of the safety personnel at all times and stay with their vehicle unless otherwise instructed.
- 2.1-21 Lapped Cars: All lapped cars must move to the outside groove to permit faster cars to pass. On restarts, lapped cars should remain in their position unless they choose to go to the rear of the field. Drivers choosing to go to the rear will remain lapped. If a driver is shown the "move over" flag (blue with yellow diagonal stripe) for two(2) consecutive laps and does not move out of the racing groove to allow faster cars to pass, the black flag will be displayed to that driver.

- 2.1-22 Race Finish: Every attempt will be made to finish every race under green. A caution will only be thrown on the white or checkered flag lap if the Race Director thinks the track is not safe for racing.
- (a) If a wreck occurs after the leader has taken the white flag and the track is not safe to continue racing to the checkered, the yellow will be waved. The white flag will be removed and the race restarted.
- (b) If all cars (except those causing the incident) had completed the white flag lap prior to the caution, then the race will be restarted with green & white waving together, followed by the checkered finish.
- (c) If not all cars had completed the white flag lap, the race will be restarted with a green, then white, then checker finish.
- (d) If the leader has taken the checkered, the race is finished. Should a yellow comes out after the leader has taken the checkered, any cars having not taken the checkered will be scored as they completed the white flag lap provided these cars were not involved in bringing out the caution. (e) Any car spinning another car on the final lap will finish no better than 1 position behind the car they spun.
- If a car involved in a spin or other incident on the last lap does not cross the finish line, the car will be scored as the last car on the last lap.

Section 3: Lineups and Scoring

3.1 Lineups

- 3.1 Event Schedule: A detailed event schedule will be released prior to the start of each race night. A copy of the schedule can be obtained at the credential's building and/or at the Tech Barn in the pits. Drivers should be aware of their individual events at all times.
- 3.1-1 Pre-Race Line Up: All cars must be lined up in the designated staging area prior to their respective practice session, qualifying session, heat race, or feature event in order to participate in these events. Any car not staged and ready to go when the race is called to the track will NOT retain their start position and will start in the rear of the row they were originally lined up in (inside / outside). In rare instances, the Race Director may allow a car to enter the rear of the field in another heat race.
- 3.1-2 Driver Changes: Driver and car are considered one for the entire night, unless the Race Director is notified of the change and the change is approved. Notify the official in the Tech Barn when a driver or car change is taking place. These changes must be approved PRIOR to the race. Any driver changing cars during an event must start at the rear of the field. Any driver changing cars during an event must start at the rear of the event the driver (not the car) is qualified for, heat race, B-feature, or A-feature.
- 3.1-3 Lineup Changes: If a driver wishes to start at the rear of the field, or is not going to be able to participate in any event they are scheduled to compete in, the driver should notify the official in the Tech Barn as soon as possible so that any lineups can be adjusted prior to cars being staged. Once cars are staged, any missing space will be filled by moving the inside rows or outside rows forward to fill the void.
- 3.1-4 Line Up Errors: All drivers have the responsibility of checking the posted lineup prior to their scheduled event. In the event a driver feels there is an error in the posted lineup, the driver should make this known to the official in the Tech Barn so the situation can be resolved prior to cars being lined up in staging. Once an event is in staging, the lineup is considered complete and official.
- 3.1-5 Inverts: After qualifying events are completed inverts will be drawn to determine feature lineups. Qualifying: If qualifying is used, the top qualifier will be asked to draw for the invert. Heat Races: If heat races are run, the winner of the first heat race will be asked to draw for the invert.
- *Should heat races and/or qualifying not be completed, the current point leader will be asked to draw. For Super Stocks, Legends, Bombers, Super Late Models, Modifieds, and Thunder Cars, the invert will be 1 to the number of cars qualified within 0.750 seconds of fast time. The driver with fast time will draw for the invert immediately after qualifying events are complete. For example, if the top 14 cars are within 0.750 seconds of fast time, the invert pills will be 1-14. If 1 is drawn, fast time will start on the pole. If 2 is drawn, fast time will start 2nd, 3 is drawn, fast time will start 3rd, and so on.

3.1-5.1 Inverts: Skid Plate Cars: All cars will draw for starting position on opening night. Following opening night, any driver with a feature win will start at the rear of the field. The other drivers will be inverted by season point standings. New cars or cars with 0 season points will line up in front of those cars winning features during the season. Cars with the most feature wins will start the furthest back in the field. Should two drivers have the same number of wins; the driver with the most points will start behind the other driver.

3.2 SCORING

- 3-2 **TRANSPONDERS:** All timing and scoring is done electronically using transponders. It is the responsibility of the driver and their team to ensure that their transponder is working correctly during race night. Any driver whose transponder is not registering with the timing system will be notified over the RACEceiver and/or by pit officials during any practice session on race night. The issue should be resolved immediately following that practice session. Drivers who do not practice, do not run their transponder during practice, or do not fix the problem after being notified run the risk of not receiving a qualifying time. The only exception would be if the issue was found to be with the track's rental transponder or timing system. Drivers should check timing and scoring sheets posted at the Tech Barn to ensure their car is being scored correctly.
- 3-2.1 **SCORING PROCEDURES RULES:** Any and all scoring decisions and procedures will be at the sole discretion of the Race Director. It is the driver's responsibility to check the posted qualifying results, heat race results, and/or feature results once they are posted. If you feel that there is an error, you must notify an official in the Tech Barn immediately. Scoring protests must be turned in, in writing, to the official in the Tech Barn no later than 15 minutes after the finish is posted. Qualifying and heat race results are used to determine starting positions in features, so any questions regarding these races need to be resolved immediately.
- 3-2.2 **RACEMONITOR:** Timing and scoring can be followed online or by utilizing the Race Monitor application on your phone or device. Race Monitor is NOT OFFICIAL, official timing and scoring comes from the computer housed within the tower. Always check official timing and scoring sheets posted at the Tech Barn as these are the official results.
- 3-2.3 **SCORED LAPS:** Laps completed under green-flag conditions are counted towards official event scoring. Laps are started and completed at the start-finish line painted across the track on the front straight-away.
- 3-2.4 **CAUTION LAPS:** Laps completed under caution are NOT counted in events of 75 laps or less in length. However time limits are in place for all events. Any exceptions to this rule or procedures for races longer in length will be posted in advance and covered at the driver's meeting prior to the event.
- 3-2.5 **LINE UPS:** Once a caution is waved, restart lineups will be made off the timing and scoring sheets of the last completed green-flag lap.
- 3-2-6 **LAPPED CARS:** We do NOT have a "Lucky Dog" rule in effect for lapped cars. Cars that were a lap down as of the last completed green-flag lap, will remain a lap down and lineup in the order in which they crossed the line during the most recent lap.
- 3-2-7 **PROTESTS:** Any scoring protests should be made immediately but no later than 15 minutes after the results have been posted in the Tech Barn. Protests must be explained in writing and signed by the driver making the protest.

SECTION 4 TECHNICAL INSPECTION & PROTESTS

- 4-1.1 All cars, car parts, components and equipment are subject to inspection at any time. All decisions regarding the timing and manner of inspection as well as which cars, car parts, components or equipment will be inspected are final. Only one (1) crew member may accompany the driver into the tech area, unless the Chief Technical Inspector requests more crew members.
- 4-1.2 Only those persons approved by track officials will be admitted into the inspection area.
- 4-1.3 Track officials will determine whether a car, including any parts, components or equipment meets the specifications for an event as set forth in this rule book. Only the cars, parts, components and equipment determined to meet the specifications are eligible to compete. Such determinations may be made at any time before, during or after an event.

- 4-1.4 A competitor must take whatever steps are requested, including tear-down of car, to facilitate inspection of the car. This obligation includes, but is not limited to, installing inspection holes, inspection ports and/or any other means of inspection in the roll cage bars, engine components, etc.
- 4-1.5 If a track official determines prior to the race that the car, including any part, component or equipment, does not meet the specifications, the car will not be permitted to compete unless the deficiency: (a) will not adversely affect the orderly conduct of the race; (b) cannot be corrected in time for qualifying or the race; (c) will not provide the competitor with a significant competitive advantage; and (d) is so insubstantial as not to warrant a determination that the car is ineligible to race. If the track official permits the car to compete under these circumstances, the track official will apprise the competitor of the deficiency, and if the deficiency has not been corrected by the next race, a penalty may be imposed and the car will not be permitted to compete until the deficiency has been corrected.
- 4-1.6 NASCAR and the track officials have the right, for inspection purposes, to seal or impound cars, parts, components or equipment entered and competed with in an event. NASCAR, track officials or the promoter are not responsible for payment, reimbursement, damage or loss to the competitor as a result of such sealing or impounding.
- 4-1.7 Any car that has competed in the event may be inspected at the conclusion of the event. NASCAR and/or track officials have the right to confiscate any part, component, equipment and/or fuel – without obligation for payment or reimbursement – which fails to meet the specifications of the NASCAR or LVMS rule book. If track officials determine that any part, component, equipment or fuel used by a competitor does not meet specifications, track officials may declare the car ineligible for the event, resulting in loss of points and/or prize money.
- 4-1.8 Track officials have the right to confiscate any part, component, equipment and/or fuel – without obligation for payment or reimbursement – which fails to meet the specifications of the NASCAR or LVMS rule book.
- 4-1.9 Inspection and/or eligibility decisions are final. All decisions made by LVMS officials will be final (and are not appealable) at the conclusion of the racing event. LVMS officials have the right to postpone a ruling to have an independent third party test the equipment in question. LVMS officials will notify the competitor at the event if such action is taken. Any competitor that refused tech inspection after competing will forfeit points and prize monies for that event. Second refusal during the same season will result in loss of all track points earned to that date, and loss of points and purse monies for that event. *The competitor or one team representative has the right to be present during inspections.*
- 4-1.10 PROTESTS: If a NASCAR member who is a driver believes that another driver has obtained a significant unfair competitive advantage by some action that the member believes is in violation of NASCAR or LVMS rules, the member may protest such action. The protest must be made in writing by the competitor (may be made by his crew chief if the driver is on the race track) within 20 minutes after the checkered flag is displayed. Each separate protest shall be accompanied by a \$200.00 protest fee; however, a separate protest that involves the removal of the crankshaft from the engine shall be accompanied by a \$750.00 protest fee. Also, a separate protest that involves the removal of a piston and/or connecting rod for the engine shall be accompanied by a \$500.00 protest fee. Track officials will decide whether the manner is eligible for protest, and if so shall decide the protest as promptly as possible, and shall inform the parties of the protest decision. If a protest is accepted and deemed to be a valid protest, LVMS will retain \$100.00 for an administrative fee. If the protested vehicle is found to be legal, then the protest fee – less \$100.00 – will be given to the protested vehicle. If the protested vehicle is found to be illegal, the person filing the protest will retain his protest money, minus \$100.00. A track official may decline a protest – even if the matter is eligible for protest – if he determines that the alleged rule violation is so insubstantial as to not provide the competitor with a significant competitive advantage. The decision that the matter is not protest able is final and not eligible for appeal. In deciding the matter, track officials may take whatever action is 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 (disqualification, suspension or fines, and/or loss of finishing positions in the event), awarding or subtracting points or taking no action.

- 4-1.11 Protested drivers have the option of protesting the same item on the protesting driver's car, however he can only protest the protested item on his car. The protested driver must put up the cash within 10 minutes of being protested.
- 4-1.12 **Protests will not be accepted on the last night of any class's point's race.**
- 4-1.13 Protests will not be accepted on any subject not specifically provided for in these rules. Such subjects include – but are not limited to – timing-and-scoring decisions, inspection decisions and race procedure decisions.
- 4.1-14 It is the drivers sole responsibility to check all drain plugs and gas caps before every race to minimize caution periods due to leakage. Any competitor "oiling down" the track due to a missing drain plug is subject to a \$100 fine and/or disqualification for the night.
- 4.1-15 *LVMS officials have the right to deduct points and/or disqualify competitors that violate these rules.*

SECTION 5 IDENTIFICATION, LETTERING, APPEARANCE

- 5-1.1 NUMBERS: All car number configurations and designs are subject to approval by track officials.
- 5-1.2 Single and double-digit numbers are recommended; however, three-digit numbers are permitted. Numbers must be at least 18 inches high and positioned on both sides of the car, and on the roof of the car, readable from the right side of the car. Each car must also have its number displayed on the upper-corner of the front window on the passenger side.
- 5-1.3 Car numbers must be of a contrasting color with that of the car.
- 5-1.4 Car numbers must be registered by the car owner with LVMS. LVMS reserves the right to require a competitor to use a different number at any time to avoid duplication. If the car number is not registered, year-end point fund prize winnings will not be awarded.
- 5-1.5 DECALS AND ADVERTISING: NASCAR, INEX and/or LVMS reserve the right to assign or restrict the display of decals, identification or advertising on race cars. Failure to adhere to this rule will result in disqualification and loss of points for that evening races.
- 5-1.6 Contingency sponsor decals must be in place in order to receive awards and/or prize money from contingency sponsors. Contingency sponsor patches must be worn on uniform to receive awards and/or prize money from contingency sponsors.
- 5-1.7 LVMS reserves the right to ask any competitor to remove decals and/or advertising deemed by track officials to be in poor taste or otherwise detrimental to the betterment of the sport.
- 5-1.8 *To be eligible for Rookie of the Year awards, driver must indicate this at time of registration on form, and must have a yellow stripe 3" tall by 48" on the back bumper.*

SECTION 6 CONDUCT OF PARTICIPANTS AT EVENTS

- 6-1.1 The driver shall be the sole spokesperson for his team (including car owner and pit crew) in any and all matters pertaining to an event. The driver assumes responsibility for the actions of his crew. This includes violations of rule
- 6-1.4. All fines, suspensions, disqualifications and deduction of points are bases on the severity of each infraction; LVMS officials will determine all penalties on a case by case basis. Penalties listed below are guidelines.
- 6-1.2 Fighting, rough driving, and other acts of violence will not be tolerated. Penalties will be issued based on the severity of the incident including – but not limited to – fines, suspension and probation.
- 6-1.3 LVMS will not tolerate profanity, discourteous gestures or behavior deemed detrimental to the betterment of the sport. Misconduct actions and their subsequent penalties for such actions are outlined below: LVMS officials can modify or change penalties and or suspensions, at any time without notice.
- 6-1.3a Profanity directed toward LVMS officials or another competitor. First offense: minimum \$100 fine. Second offense: minimum \$250 fine and a two-race suspension.
- 6-1.3b Discourteous gesture directed toward LVMS officials or another competitor. First offense: minimum \$100 fine and additional penalty to be determined. Second offense: minimum \$250 fine and a two-race suspension.
- 6-1.3c Intentional car-to-car contact with another competitor while under caution or after the completion of an event. First offense: minimum \$250 fine. Second offense: minimum \$500 fine and a one-race suspension.

- 6-1.3d Intentional crashing of a competitor's car. First offense: minimum \$500 fine and other penalties to be determined. Second offense: minimum \$1,000 fine and a four-race suspension.
- 6-1.3e Any physical contact with an LVMS official or another competitor. First offense: minimum \$500 fine and one-race suspension. Second offense: minimum \$1,000 fine and a two-race suspension.
- 6-1.3f Any driver stopping on the race track to argue a decision. First offense: minimum \$100 fine and other penalties to be determined.
- 6-1.3g Any action that is not covered under these rules, and is determined to be detrimental to the sport of auto racing, will be penalized according to the severity of the action. All conduct penalties will be announced at a later date by LVMS officials. All fines must be paid to the Las Vegas Chapter of Speedway Children's Charities prior to competing in the next scheduled event or practice.
- 6-1.3h Any driver/crew that enters/violates another competitor's pit area to confront that driver/crew will be subject to fines and penalties as determined by LVMS Racing Operations.
- 6-1.4 No driver or crew member may be under the influence of Marijuana, alcohol, drugs or any other controlled substances while competing at LVMS. Any impaired driver or crew member will be suspended for a period no less than six (6) months. Possession of Marijuana or any other illegal controlled substances will not be prohibited on LVMS property.
- 6-1.5 Failure to report to the tech area for post-race inspection or failure to present LVMS officials with a part upon request will result in loss of points and purse for the event. The driver also is subject to a fine of \$150 and/or suspension.
- 6-1.6 At no time is a car owner, driver or crew member allowed to enter the Race Control booth, Flag Stand, Pace Car, or track entry/exit area to dispute a decision while a race is being conducted.
- 6-1.7 LVMS may at any time request a Doctors release from a competitor to determine physical ability to safely operate a race car.
- 6-1.8 Any driver or crew member causing a disturbance at the flag stand or on the track with any official will be suspended for a minimum of one (1) race.

SECTION 7 CHAMPIONSHIP POINTS

- 7.1 TRACK CHAMPIONSHIP POINTS will be calculated for Super Late Models, Modifieds, Super Stocks, Bombers, Skid Plate Cars, Legend Cars, Thunder Cars, Bandoleros and Jr. Late Models.
- 7.1-1 All drivers must have a valid NASCAR / INEX license prior to competing.
- 7.1-2 All divisions will receive qualifying points, except for the Skid Plate division.
- 7.1-3 Qualifying points will be given as follows: 1st: 3, 2nd: 2, 3rd: 1, 4th on back: 1 point. Ties will be broken by 2nd lap if needed.
- 7.1-4 Heat Race points will be given as follows: 1st: 3, 2nd: 2, 3rd: 1, 4th on back: 1 point. The same manner will be given to the finishers in each subsequent heat race. All drivers taking the initial green in a heat race will earn at least 1 point.
- 7.1-5 Feature points start at 36 points for 1st, 32 points for 2nd, 30 points for 3rd, 28 points for 4th, 26 points for 5th, 25 points for 6th, 24 points for 7th, 23 points for 8th, 22 points for 9th, 21 points for 10th and 1 point less per position through 15th position. 16th thru 24th place all receive 15 points. All drivers taking the initial green in the feature will earn at least 15 points.
- 7.1-6 All events will count towards the season ending championship.
- 7.1-7 You must take the initial green flag to receive points for that event.
- 7.1-8 All cars that compete in the B-feature event and do not transfer into the A-feature will be awarded 10 points.
- 7.1-9 Rookie of the Year: IF A DRIVER WISHES TO BE CONSIDERED A ROOKIE, IT MUST BE SPECIFIED ON THE BULLRING REGISTRATION FORM. In order to be granted Rookie consideration, you may not compete in more than four (4) races in your selected division at The Bullring in any previous season. You must run a yellow stripe on your rear bumper as a rookie.
- 7.1-10 Ties in final points will be broken in the following manner.
 - (a) Driver with more feature wins will be awarded the higher position in points.
 - (b) If drivers are still tied, tie will be broken by number of 2nd place finishes etc, until the tie is broken.

SECTION 8 SAFETY EQUIPMENT FOR ALL CLASSES

- 8-1 No express or implied warranty of safety shall result from the publication of, or compliance, with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence.
- 8-1.1 HELMET: It is recommended that helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or meet the specifications set forth by the American National Standards Institute, Inc. All helmets must have minimum SA2005 rating.
- 8-2.1 HEAD-AND-NECK RESTRAINT SYSTEMS: The use of an approved head-and-neck restraint system, such as the Hans Device, NextGen, or Hutchins system, is strongly recommended. These head and neck devices are required in all INEX classes.
- 8-3.1 FIRE SUITS: It is recommended that the driver wear a driving suit and gloves made of fire-resistant material that effectively covers the entire body at all times. It is also recommended that each driver wear fire-resistant underwear, fire-resistant shoes and a fire-resistant "head sock" (a.k.a. "balaclava").
- 8-4.1 SEAT BELT AND SHOULDER HARNESS: A) A quick-release belt no less than three (3) inches wide is mandatory. Both ends of the lap belt must be fastened to the roll cage bar with high-quality bolts, not less than 3/8-in. in diameter. B) Shoulder harnesses must be no less than three (3) inches wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding from side to side. Shoulder harness inertia reels are not permitted. C) A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on the top. D) Where the belts pass through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent the cutting of the belt. E) All seat belts and shoulder harnesses must connect at the lap belt with an approved quick-release buckle. F) All seat belts must be dated by the factory and must be replaced or re certified after three (3) years of use.
- 8-5.1 FIRE CONTROL: A) It is recommended that each car have, within driver's reach, built-in fire extinguishing equipment containing Halon 1211 or equivalent. Dry powder is not permitted. B) Any car that is not equipped with a built-in fire extinguisher must have an adequate fire extinguisher securely mounted within reach of the driver. The fire extinguisher may be secured to the roll bars or mounted on the left side door area. C) All entrants should have in their garage or pit area as part of their equipment, at all times, a fully-charged 10-or-13-lb. dry chemical, Halon, or equivalent fire extinguisher. D) It is recommended that all crew members involved should wear a fire-resistant suit, gloves, shoes and head/face shield that effectively covers the entire body at all times while the car is being refueled during a pit stop or while fuel is being transported to and from the pit area.
- 8-6.1 ELECTRICAL CUT-OFF SWITCH: All cars must be equipped with a master cut-off switch, center accessible from either side of the car. The cut-off switch must completely disconnect electrical power and must be clearly marked with an "ON-OFF" decal.
- 8-7.1 MIRRORS: All cars must compete with at least one (1) rear-view mirror mounted inside the car. Driver's-side mirrors are allowed in the Super Late Model and Super Stock divisions only.
- 8-8.1 COMMUNICATIONS: Two-way radios are permitted for use only in the Super Late Model and Super Stock divisions. Teams must monitor race control. It is mandatory spotter be in the spotter's area anytime car is on the track.
- 8-9.1 All Divisions are required the driver have a RACEceiver to monitor race control. RACEceiver devices are the direct link between race control and the driver for safety reasons. Drivers failing to have a RACEceiver during an event are subject to penalties.