

Sandia Motorsports Park, Inc.
d/b/a Sandia Speedway
www.sandia-speedway.com
(505) 352-8888

2011-2014 General Oval Racing Rules

It is the responsibility of each competitor to read, understand and comply with these rules. These rules are neither foolproof nor exhaustive. They are intended to provide fair and competitive racing for all who participate. The spirit and intent of these rules is the standard that will be used as the basis for competition at Sandia Motor Speedway. SMS reserves the right to alter or amend these rules at any time in the interests of safety, cost control or fair competition.

No implied warranty of safety shall result from publication of or compliance with these rules. The safety of each driver, pit crew, racecar and all equipment is the complete responsibility of the driver/owner, and the driver/owner acknowledges this responsibility by participating in any racing activity at SMS.

Conduct

Sandia Motor Speedway is committed to providing a safe, wholesome, family-oriented environment for motor racing events. Participants have been given the privilege to be at SMS in conjunction with racing activities. However, SMS officials and management reserve the right to revoke this privilege if any participant's conduct is deemed contrary to the best interest of the sport of motor racing, fellow competitors, the fans, employees or management of SMS.

Any participant who, in the sole and absolute judgment of SMS officials or management, 1) verbally or physically threatens or assaults another participant, official or any person, 2) uses vulgar or derogatory language, 3) engages in unsportsmanlike conduct detrimental to the sport of motor racing, or 4) otherwise creates or participates in a condition or circumstance which is unsafe, unfair or out of order will be in violation of these rules. Drivers are responsible for the conduct of their crew or anyone else associated with their team. A driver may suffer the penalties for the conduct of their crew or associates. For those who violate these rules, penalties may include expulsion, fines, suspension or revocation of SMS driver's license, and penalties imposed by sanctioning bodies. Physical violence or other criminal conduct may be prosecuted through law enforcement authorities. The following guidelines are not exclusive, but provide examples of prohibited behavior:

1. **Fighting and verbally or physically abusive behavior directed to other drivers, track officials and others.** Both the persons involved and any persons going to another driver's pit area where such conduct occurs on the part of any other person will be deemed to be in violation of this rule. It is not acceptable to let the occasional

road-rage resulting from highly competitive racing spill over into personally confrontational behavior. Staying away from each other's pits when tempers are aroused helps avoid fights.

2. **Intentional car-to-car contact during green-flag racing and any car-to-car contact at any other time on or off the track.** While it is not always possible to determine the intent of a driver during green-flag racing, track officials necessarily have the sole authority to determine whether the circumstances indicate intentional contact. There is never any doubt about the impropriety of contact at any other time.
3. **Failing to comply promptly with instructions of officials to leave the area of an actual or potential altercation.** In order to minimize further danger, track officials will have to clear the area where an altercation has occurred, for the safety of all persons on the premises. Those instructions must be complied with immediately.
4. **Confrontational verbal or physical behavior with on-duty officials.** SMS officials necessarily have to make quick judgments based on whatever information is available at the time on a number of issues. They are here for everyone's benefit for little compensation. They try to be right, and occasionally will inevitably be wrong. We live in an imperfect world, particularly evident in a fast-paced sport. It does no good to get in their faces and argue with them about the decision, and it interferes with the proper performance of their duties. Please support them.
5. **Drivers on the track.** All drivers are required to stay inside their cars while they are on the race track. Exceptions include if the car is on fire or the driver is removed by the safety crew. No crew, friend or family members are allowed on the race track unless allowed by a SMS official or safety crew. A \$50 fine or more may be assessed for each occurrence.
6. **Pit area vehicles.** All vehicles in the pit area are limited to 5 ½ mph and must follow the designated pit driving direction. No crossing in the dirt center. Riding on the hoods or decks is prohibited. SMS reserves the right to ban personal transportation vehicles, ie. Scooters, skate boards, bikes, 4 wheelers, etc. for any reason.
7. **No glass containers allowed on the race track grounds**
8. **Alcoholic Beverages.** No alcoholic beverages will be consumed in the pits until the last race of the day or night is completed and all the cars have returned to the pits. The first infraction will be a warning and the alcoholic beverage must be immediately put back in a secure container or disposed of. The second infraction will be a \$50 fine. Any additional infractions will be dealt with on a case by case basis and may include fines, expulsion or a combination of both. Crew, fan or family violations may be extended to the driver associated with the particular offender.
9. **Oil, trash or tire dumping.** All oil must be disposed of in prescribed locations only (as per EPA law). The fine for such a violation is a \$1000 fine. Fines will be assessed and will be required to be satisfied prior to returning to the track for any racing related activity.
10. **Associations.** SMS will recognize any Association that is duly organized or registered with the state of NM or any other National Association or Sanctioning body. SMS reserves the right to approve the rules of that Association. If any rule is in conflict with a SMS rule, the SMS rule will prevail.

11. Check policy. Returned check fee will be \$25 plus any additional fee charged by the financial institution. Pay out checks will be mailed Thursday following an event. Re-issued checks may cost a driver \$25 to be re-issued.

These rules are for the benefit of all of our drivers, crews, families and fans. Good behavior will not be a problem for most. For those few who cannot behave in a civilized way, sanctions will be imposed.

Competition Rules

General. SMS welcomes all drivers, owners, and crewmembers to participate in motor racing events at Sandia Motor Speedway. Participation in these events indicates knowledge, understanding and agreement to comply with the rules of SMS and appropriate sanctioning organizations. Anytime an outside sanctioning body is promoting a race at SMS, all participating SMS racing vehicles will be required to run under that sanctioning body's rules. Touring division race vehicles may be exempt from specific SMS rules at the discretion of SMS designated officials. Violations of SMS or other sanctioning body rules will result in penalties which may include, but are not limited to: disqualification; loss of points or prize money; fines; suspension; license revocation of SMS license; and exclusion from the premises. SMS officials' decisions are final.

Vehicles. Each racing vehicle must comply with general rules and the specifications for the division in which it participates as delineated by SMS and appropriate sanctioning organizations, with any modifications to those specifications amended by SMS. At any time, any racing vehicle is subject to inspection for compliance with these rules. Any questions regarding the rules or the interpretation of the rules should be brought by a race vehicle owner or driver to the SMS officials as early as possible. If these rules do not specifically say that something can be changed or added, then that modification is illegal. Illegal components will be confiscated and become the property of SMS. Any driver found to be using illegal parts will be considered to have been competing unfairly to that point in the season, and all accumulated points for the season may be forfeited. To expedite work of the fire and safety crews, all cars must have a readily accessible tow hook, chain or similar device at the front of the vehicle and a rear bumper that will allow a push vehicle to push the car from the racing surface.

Drivers. All drivers must possess a valid state driver's license (unless under 16) and a current SMS driver's license to participate in motor racing events at SMS. Other sanctioning bodies may require additional driver's licenses for their events (ie INEX). Any driver under 16 years of age may race but must receive express approval to compete from SMS management prior to participation in any motor racing event at Sandia Motor Speedway. Participants under 18 years of age must have a notarized minor's release signed by both parents on file at SMS, and provide other protection from liability for SMS that may be required. Two way radios are only allowed in the Modified division.

Out-of-area drivers. Out-of-area drivers must register and obtain a current SMS driver's license to participate in any racing program. SMS officials must approve all out-of-area race vehicles to participate in any racing program. Out-of-area race vehicles that do not meet SMS requirements may apply to SMS for a discretionary exemption to the rules, but may be subject to weight penalties or other modifications deemed appropriate by SMS officials to allow for fair competition. SMS officials will assign a non-duplicate number to each out-of-area race vehicle.

Pit access and conduct. All persons entering the pit area must buy a pit pass and sign the insurance release form. There is no minimum age for pit admission but all minors are required to be supervised by an adult. Anyone under the age of 18 must have their parent or legal guardian sign the insurance release form to enter the pit area. No person may enter the pit area or the race track while under the influence of controlled substances or alcohol. Consumption of alcohol or controlled substances by anyone while in the pit area before or during a race is strictly prohibited. No alcoholic beverage may be carried between the pit area and the grandstand area at any time. Only after the last racing event is completed may alcoholic beverages be consumed in the pits. No alcohol consumption is allowed in the parking areas. Drivers and crewmembers are not allowed to consume alcoholic beverages anywhere during the racing event.

Decals: Appropriately displayed track, sanctioning body or contingency sponsor decals are required for competition and awards.

Numbers: Cars in all divisions must have an SMS assigned single or double digit car number prior to racing (touring divisions are exempt). Duplicate car numbers cannot be allowed within any division. No letters are allowed unless approved by SMS. No foil or reflective numbers allowed. Unless otherwise provided in specific division rules, the following painted or decal numbers are required to appear on each car: (1) side numbers, at least 16 inches high, on the center of each door on both sides, (2) a top number, at least 24 inches high, on the roof, reading from the passenger side, and (3) nose and tail numbers, at least 6 inches high, on the left front headlight and right rear taillight areas. Numbers will be assigned by SMS on a first-come, first-served basis when current SMS license and registration fee has been paid. Drivers who registered and competed in their division during the previous season will have until **January 31st** to register and retain their number for the following season. After **February 1st**, non-assigned numbers within each division will become available to all drivers on a first-come, first-served basis.

Fuel: All racing fuel must be purchased directly from VP Racing Fuels, as this will enable checking for any additives. No performance enhancing fuel additives of any kind are allowed. No nitrous oxide is allowed. Those car divisions that use regular unleaded gasoline may purchase fuel from other sources as long as no performance enhancing additives are used. Fuel must be paid for at time of purchase. Cash only please.

Tires: In the divisions running approved SMS tires, tires must be purchased at SMS. Racing tires require SMS identification or "Legends Edition" stamp (touring divisions exempt).

Traction Control: No electronic traction control devices are permitted unless otherwise stated in the division rules.

Ballast: Any material used for the purpose of adding to the car's total weight must be bolted or welded to the car's structure. No liquid or loose ballast is permitted. All ballast must be in block form weighing no less than 5 pounds. All ballast must be painted white or neon and have the car number painted on it.

Fire control: All teams competing in a racing program must have a fully charged 10 to 13 pound Halon or equivalent dry chemical fire extinguisher in their pit area.

Malicious conduct: Any person found engaging in malicious mischief, disorderly conduct, stealing or destroying the property of Sandia Motor Speedway or of persons in attendance will be in violation of these rules and subject to arrest and prosecution. Climbing any fence located on SMS property is considered destroying property and is illegal. Entering the pit area at any location without signing the insurance release forms and paying the required pit entry fee is an illegal trespass and shall constitute criminal unlawful entry.

Rain-out Policy. SMS will make every effort to complete an event as scheduled. If weather becomes an issue, SMS will adjust the schedule to maximize the racing event. There will be no make-up races. Points that would be awarded to the last car registered for that division will be given to all cars that had registered for that event (ie 20 cars registered, all get 20th points). Each racing event has costs associated with it and it is SMS' policy to be fair to all paying customers and may award rain checks if the situation warrants but it is not SMS' policy to award rain checks other than exchanging adult general admission tickets for an event in which no "A" mains have been run (original stub required for exchange).

Refunds. There will be no refunds or credits for cars that are registered but break after registration whether they practiced or not. Points and Payout will be given by the number of cars registered for an event. Such cars will count toward the Points and Payout. SMS reserves the right to make other amends or arrangements on a case-by-case basis.

Safety Rules and Medical Claims

Fire suit: All drivers must wear a fire resistant suit while on the track. Nomex or its equivalent is highly recommended. Fire resistant underwear is required if a one layer suit is used.

Gloves and shoes: All drivers must wear fire resistant racing gloves and shoes while on the track.

Helmets: All drivers must wear a racing type helmet with a SA2000 rating or later while on the track or while driving the race car in the pits. Eye protection with a face shield or goggles is required. No motorcycle helmets may be used in racecars.

Seat belts: A five-point safety harness with quick release is mandatory. Lap belts and shoulder harnesses must be 3 inches wide and the crotch strap must be 2 inches wide. A sternum strap is optional, but recommended. All belts must be attached to the roll cage, frame or cross member in an approved manner, using minimum 3/8 inch diameter grade 8 bolts. Belts must be date coded within the last 3 years and must not be frayed. (only exception would be a shoulder harness that need to fit a Hans device).

Recommended safety equipment: Some of the following safety items may not be required in all divisions, but they are all highly recommended: 1) underwear, head sock and foot socks that are flame resistant. 2) neck collars and knee pads 3) steering wheel pad and roll cage padding 4) window nets or arm restraints 5) head and neck restraints, 6) fire extinguisher race car systems, and 7) safety wire on oil pans, oil tanks, oil filters and plugs, rear ends, transmissions, hood and trunk fasteners, and other nuts and bolts throughout the racing vehicle.

Dress: Drivers' uniforms must be kept clean and series sponsors patches or logos placed in appropriate positions. Crewmembers' and drivers' uniforms or dress must be neat and clean, and in keeping with a good public image, with shirts and closed toe shoes worn at all times. Light colored clothes for crewmembers are recommended.

Disclaimer: Competitors are solely responsible for the safety of themselves, their crews, their race vehicles and their racing equipment and are obligated to perform their duties (whether as owner, driver or crew member) in a manner designed to minimize to the best degree possible the risk of injury to themselves and others. Any race vehicle deemed by SMS officials to be unsafe to compete or continue to race may be sent to the pit area at any time. SMS and other sanctioning bodies, their officials and personnel, are not responsible for the adequacy or safety of a competitor's race vehicle, racing equipment or racing activity.

Injury claims: All injuries incurred on the track or in the pit areas must be reported on the date of the incident immediately to the SMS track manager. Claims cannot be processed unless an accident report and pit pass have been submitted to SMS track management on the date of the injury. SMS and other sanctioning bodies act as a **secondary claim agent to primary personal insurance only** if the claim is made on the date of the incident. **When any head, neck, or back injury requires medical attention from EMT personnel at SMS or any other medical personnel, that driver must provide to SMS officials a written clearance to race from a physician before that driver will be allowed to resume driving at SMS.**

General Flag Assignments

1 lap to Green flag: Flagman will display rolled up Green flag and index finger.

Initial Start, Restart, and Continuation: Green flag & Green light.

Halfway Point: White and Green rolled up and crossed.

5 Laps to Go (Main Events Only): Flagman's right hand extended with five (5) fingers displayed.

2 Laps to Go (All Races): White & Checkered flags rolled up and displayed horizontally.

1 Lap to Go: White flag.

Finish: Checkered flag.

Caution: Yellow flag & Yellow light.

Fire, Rollover, Severe Wreck, Track Hazard: Red flag & Red light.

Warning: Rolled up Black Flag pointed at the offending driver(s).

Consultation, Penalty, Disqualification: Unfurled Black flag.

Line up for Start or Restart: Red and Yellow flags and lights displayed together.

Move Over: (Blue/Yellow) Be aware that the race leaders are approaching you and that you should not take actions that would block their progress.

General Race Procedures

Green flag (*start*): When the cars leave the staging area, the track will be in a Yellow condition. When the drivers are lined up properly in the proper double file grid order, and after any hot laps that may be permitted, the Flagman will display "One lap to Green." During this lap the polesitter shall set a reasonable pace, and the outside front row car shall match that pace. If the Green flag is going to be displayed, it will be displayed after the front row cars are in turn 4 and before they have reached the flagstand. The race begins when the Green flag is displayed. Any positions gained by a jumped start or an improper pass before will be deducted from the offender's position in the final race results **or a penalty will be assessed on next yellow** unless the driver gives back the position(s) improperly gained within one lap. If the polesitter sets an improper pace, the front row outside car refuses to match the pace, cars are misaligned, cars are already racing, an incident occurs, a driver has jumped the start, or a start is otherwise improper,

the Flagman might not display the Green. He may throw it the next time around if the drivers have realigned and are behaving. The Flagman has sole discretion in this matter.

- A. If the Green was withheld due to an offense by a driver, the offending driver will receive a warning with a rolled up Black flag from the Flagman. If the driver does not heed the warning, he will be sent to the back of the pack, at which time the remaining cars in that line will advance one spot to fill the gap. If he does not acknowledge the instruction he may be disqualified. **Drivers will be black flagged and disqualified after two rolled Black flag warnings.** If the flag man chooses to throw the green and start the race despite an improper pass, the violation will result in a corresponding adjustment of the drivers finishing position or **penalty assessed on the next yellow**, unless the improperly gained position(s) are given up within one lap of the infraction.
- B. If a car drops out during the line up or “one lap to go” laps, the remaining cars in that line will move up to close the gap. Cars dropping out might be considered cause for delaying the start. Such cars may be directed to the Hot Pits and will be permitted to rejoin the race in **scratch position** if Officials deem the difficulty has been corrected and it is safe to enter the track. Their first scored lap will begin at the scoring line.
- C. If the Yellow or Red flag is displayed before all cars have completed the first lap of the race, no laps will be scored, and the cars will line up in the original order for a Restart. Officials reserve the right to penalize any driver who has violated the rules or causes a yellow to be thrown. **This is his first yellow flag.**
- D. The hot lap session is meant to warm up the powertrain & tires, allow you to test different lines on the track, and get rid of some of the butterflies. It is NOT a race--nobody ever won hot laps. Wrecking your car or making contact with another car during hot laps is inexcusable, so use caution and leave plenty of room between you and other cars.
- E. Any car that is late for staging will be required to start in scratch position.

Yellow flag (caution): A Yellow caution period starts with the display of the Yellow flag. Racing shall cease immediately and slow pace laps shall begin. The Officials may call a Yellow caution period at any time for any reason. Their decision to call, not to call, or to end a Yellow caution period may not be protested or appealed. Two considerations go into the decision to cease racing and go to a Yellow or Red condition. Paramount is safety—if a spin, collision or other incident causes a hazardous condition, the racing will be stopped until the condition is resolved. The second concern is continuing the race and the show for the participants and their fans. If a hazard is not created, the race will continue, even if a car is disabled in any fashion. Racers may try to rejoin the race safely, if they can; if not, they will be assisted either during a necessary Yellow or after the race is completed, if safety considerations permit waiting until then.

- A. When the Yellow is displayed, drivers shall decelerate at a reasonable rate so the trailing drivers are given an opportunity to react and avoid collisions with the cars in front of them. Avoid slowing too quickly.
- B. Laps under a Yellow flag will be scored.
- C. If the Yellow or Red flag is thrown any time after completion of the first lap, the lineup will revert to the last completed lap. The cars will line up in single file

- beginning with the race leader. The lineup of the cars instructed to go to the back of the pack will be by total laps completed and sequence of completion.
- D. If, during the Yellow flag period, the race leader leaves the track, the next car in the line on the track, regardless of that car's actual standing in the race, will temporarily maintain pace lap speed. If it is determined that the next car in line was lapped by the leader, the Officials will signal the driver to go to the back of the pack. This procedure will continue until the car that was running in second place prior to the exit of the leader is leading the pack.
 - E. During the Yellow caution period, no car may pass another car unless:
 1. The other car is stopped on the track.
 2. The other car is in the high groove and has waved the passing car by.
 3. The other car is on the apron or high line and is not maintaining pace speed.
 4. The other car is in the infield.
 5. The driver intends to go to the Hot Pits or Pit Area.
 6. The driver is instructed to do so by the Flagman.
 - F. **The following conditions may be cause for a car going to the back of the pack:**
 1. **Intentionally driving through the car in front causing that car to spin.**
 2. **Who has the Line: If the passing car can with his right front tire donut the numbers on the car being passed the passing car has the line. This holds true on the out side line too. If a spin or incident occurs, the car that has the line will retain its position on the track and the offending car will go to the back of the field. Best case scenario is to get your car back in the race after an incident occurs ASAP. This is a fast moving sport and the race official can miss a call. (We do our best!) If the incident is called we will display a Yellow flag and make the corrections.**
 3. Cars going in the Hot Pits, or stopped on or off the track.
 4. Voluntary election to go to the back of the pack.
 5. Two improper starts or restarts by a driver.
 6. When a penalty has been assessed.
 - G. Any car improperly passing or maintaining a position beside or in front of another car will be instructed to drop back. If the driver does not comply immediately, he may be sent to the back of the pack, given a one lap penalty, or disqualified with a Black flag.
 - H. During a Yellow, the Flagman may direct the pack to circulate the oval track not being used, elect to display the Red flag, call the race completed, or direct the cars to the Hot Pits or Pit Area. The Flagman will use the Red flag situation to control a competitor who is trying to run off laps to gain a competitive advantage during a yellow flag period.
 - I. To end a Yellow, the Flagman will signal with his index finger & a rolled up Green flag and point to the "choose cone" and turn off the Yellow Light to indicate that the Green flag might be thrown the next time the pack comes out of Turn 4. Drivers are to choose to continue on the inside or outside by going to the left or the right of the cone. a driver may not change lanes after the cone. Should and accident or a yellow flag come out before a completed lap, the order will revert back to the previous lap and the "choose" will happen again.

1. If the Green is displayed, the track is green. **On a restart, passing is allowed on the inside or outside.**
2. If the Green flag is not displayed this time, it may be thrown next time around.
3. If approved to compete by Officials, cars that are still in the Hot Pits may rejoin the race and must do so in a safe manner.

J. Green, White, Checker Finish

1. **A Yellow flag may be displayed on the White flag lap if :**
 - a. **Race control feels there is a safety issue**
 - b. **A blatant offense, such as purposely or carelessly causing the lead cars to lose control. Offending cars will be sent to the rear of field.**

K. Any car causing two (2) Yellows or determined to have intentionally violated racing rules, disobeyed official directions or created any unsafe situation will be disqualified and shall go immediately to the Cold Pits.

Red flag (stop):

- A. In the case of a Red flag during racing conditions, decelerate and come to a safe stop anywhere on the track as soon as safe and practical, and do not proceed to the scoring line until instructed. Safety vehicles will be entering the track, and they must not be concerned with moving race cars. Neither driver nor pit crew are allowed to work on cars on the track during a Red flag. Drivers that do not heed the Red flag may be fined or penalized for their actions.
- B. Red flag during Yellow Conditions: Stop according to the Flagman's instructions.
- C. If you are already in the Hot Pits when the Red flag is displayed, you may continue to work on your car.
- D. No driver will be penalized for a push start after a Red flag.
- E. Pit Crew members are not allowed on the track at any time before the checkered flag ends the race.

Black Flag

- A. A Rolled Up Black flag is a WARNING. It is pointed at a driver who has violated rules or instructions, warning the violator to relinquish any advantage gained by the violation, or, in the case that an advantage was not gained, to not repeat the violation.
- B. A Full (unfurled) Black flag: Serious problem with the car or the driver. Go to the Hot Pits for consultation.

Move Over Flag (Blue / Yellow)

Will be used rarely, in extreme circumstances at the Flagman's discretion. The overtaking driver has the responsibility for a safe pass. As an overtaking driver, the groove is not yours until you have gained enough on the slower car that you are sure the other driver has seen you (usually when your right front wheel is even with the other car's front door). At this time, both drivers are mutually responsible for maintaining safe conditions. A blatant offense, such as purposely or carelessly

causing another car to lose control, may result in the offending driver being sent to the back of the pack, a position penalty imposed after the race is over, a one lap penalty, disqualification or other sanctions.

Checked Flag: Race Complete

The race is over. Decelerate, **take a cool down lap** and go to the Pit Area or, if applicable, the Tech Area.

Hot Pits & Pit Area

A. Hot Pits

1. The Hot Pits to the North of the staging area will be open at all times. A driver may enter the Hot Pits from the outside lane to effect repairs at any time and, upon approval of officials, safely reenter the track.
2. Any car returning to the track from the Hot Pits during a Red or Yellow will tag the field, if the race has not yet resumed. If the race has resumed, the car must safely blend in to traffic.

B. Cold Pit Area

1. A pit speed limit of idle speed for racecars will be enforced at all times. **Posted Pit speed limit is 5 ½ mph.**
2. Pit road direction of travel is one way counterclockwise, as marked. **DO NOT** take short cuts across the gravel area, so we can keep the pavement clean and minimize the amount of gravel and dirt picked up on race tires and well as hitting individual that may be unaware of a car unexpectedly cutting across the infield.
3. Speeding or careless driving in the Pits may result in disqualification for the remainder of the event and any other penalty the Officials may choose to impose. **There may be a \$25.00 fine for speeding in the pits or any other fine, sanction or action required to insure safety.**
4. Any car entering, or directed to the Cold Pit Area during a race, Yellow, or Red flag will not be allowed to rejoin the race.
5. Pit areas must be cleared one hour after the last racing event. All cars, trailers, car parts, fluids, bumpers, tires, wheels, batteries and other material must be removed from the premises when leaving. **Pit Gates will be closed until the completion of the last main event, unless an emergency occurs.**

Hazardous Mechanical Conditions. If you blow an engine, transmission or rear end, go to the dirt as soon as you can. Do your best to minimize the amount of oil you leave on the race track. Officials shall decide whether a car suspected of having a hazardous condition (loose parts, smoke, steam, liquids, sparks, etc.) will be permitted to continue to race or must go to the Hot Pits for inspection and necessary repairs. These decisions are at the discretion of the Officials and may not be protested or appealed. **A \$50.00 may will be imposed for those who do not heed Officials' warning and oil down the track unnecessarily.**

Tagging the Field. Any driver required by the rules, or is directed by any race official, or who elects to "tag the field" shall go to the furthest rear position in the lineup.

- A. Any driver may elect to start in scratch position in any race, or elect to drop back to scratch position during a Yellow or Red flag condition. Scoring shall reflect that the driver started in or dropped back to last place.

Lineups:

A minimum of 6 cars may be required to field a division. Divisions with less than 6 cars may run an exhibition race during intermission at the discretion of the Race Director and/or promoter for no purse or points

A pill draw will determine the line up in the first two races of the season until a point average can be established. Line-ups for heats and mains will be a full inversion from the season point average. The last points race event of the season in each division will be run in the same format.

Heat Races:

The POINTS earned in Heat races are NOT a factor in the immediately following Main Event lineups.

Pays Points only, No Purse

12 cars maximum in each heat – start two abreast.

10 green flag laps

Lineup: Inverted according to the main event point average of each driver:

Lowest point average in the front and highest in the rear:

Drivers in each division will be listed from the lowest point average to the highest point average. The list will then be divided into approximately equal sized groups, plus or minus one (1) car. If odd number of cars, the faster heats will be assigned the extra car(s). Ideally, there should be 10 cars in each heat race.

The lowest point average group will constitute the "slow" heat (1st heat). The next highest point average group(s) will constitute the "medium" heat(s), i.e. 2nd heat, 3rd heat etc. The highest point average group will constitute the "fast" heat. New car(s) with no point average will be scratch in 1st heat.

Win=40 Pts, 2nd=35, 3rd= 31, 4th=28, 5th=25, 6th=22, 7th=19, 8th=16, 9th=13,
10th=10, 11th=7, 12th=4 Show points=4

Main Events:

"A" Main (Feature, Main Event):

Pays Points and Purse

Maximum of 24 to 26 cars – start two abreast

Main event is a minimum of 16+ laps at the discretion of track promoter. Weather condition or car count may reduce main event laps at the discretion of track promoter.

At the end of the race, the top five (5) finishers may be required to go to the tech area.**

Field of 27-36 cars

3 heats of 9-12

2 mains (B & A)

6 transfers from each heat to "A", 6 transfers from each heat to "B"

6 transfers from "B" to the "A"

2 PO

Field of 37-40 Cars

4 heats of 9-10

2 mains (B & A)

5 transfers from each heat to the "A", 5 transfers from each heat to the "B"

4 transfers from "B" to the "A"

2 PO

Field of 41-44 Cars

4 heats of 10-11 cars

3 mains (C, B & A)

5 transfers from each heat to "A", 4 transfers from each heat to "B", balance to "C"

2 transfers from "C" to "B"

4 transfers from "B" to "A"

2 PO

Points:

Win=100, 2nd=90, 3rd=85, 4th=76, 5th=72, 6th=69, 7th=66, 8th= 63, 9th=60, 10th=57, 11th=54, 12th=51, 13th=48, 14th=45, 15th=42, 16th=39, 17th=36, 18th=33, 19th=30, 20th=27, 21st=24, 22nd=21, 23rd=18, 24th=15, 25th=12, 26th=9, 27th=6, 28th=3, Show points= points that would have been awarded to the final car registered for the event (ie. 20 cars registered, 27 points to all cars that did not start).

Staging and lineup procedures. Lineups will be posted at the Pit Steward's Stand, and may be revised. Any racing vehicle arriving at staging after the white flag is displayed in the preceding race may be put in scratch position. As one race proceeds on the track, the next race will be called to staging. Voice announcements will be made to stage or tech your car, which must be done without delay. Drivers are permitted to compete in more than one division. SMS will make every effort to schedule events to accommodate these situations. However, the start of any race will not be held up for an extended time due to drivers changing divisions. Push starts from the staging area carry no penalty. Build a strong bumper.

Purses and Points

Purses: All purses will be paid directly to the drivers. Drivers whose earnings pass on to team owners or others must make their own payment arrangements. Rain-outs will not payout unless the "A" Main is completed or called complete but the SMS Race Director or Officials for that division.

Points and Substitutions of Drivers or Cars: Points go to the driver only, not to the car. A driver cannot change cars, nor a car change drivers after the start of the first heat race of the evening in which that car or driver is racing, unless the car so claimed by someone else after the heat race and is no longer available.

"Place" points are earned by driver for the official finishing position in Heat races and "A" Main Events.

"Improvement of Position" Points (IP, Passing points) SMS does not award improvement points.

"Championship" points are the sum of "Place" points only (each driver is allowed to discard their lowest point total from one race event, ie heat and "A" main points during the season including missing a complete racing event.) Rain-outs or partial rain-outs will be dealt with on a divisional basis.

SMS division points fund: SMS will solicit sponsorship funding for each SMS division. Points for all divisions will be awarded each week and totaled at the end of the season. At the end of the season, SMS will determine and distribute a payout and season trophies for each funded division.

The "Season Champion" will be the driver in each division who has accumulated the greatest number of "Championship Points" at the end of the season.

Tech Inspections

Tech inspection: All racing vehicles are subject to tech inspection at any time and under any procedure deemed appropriate by SMS officials. All cars must be inspected and approved before the car is allowed to participate in its first race of the season. No equipment or race vehicle will be considered as having been approved by reason of having made it through tech without violations being detected. If a racing vehicle is found to be unsafe or illegal in the judgment of SMS officials, that vehicle will be disqualified from competition. Disqualified racing vehicles may not participate in any race events until corrections are made and approved by SMS officials. It is the responsibility of the driver to obtain approval from SMS officials to participate in any race events. Regardless of a racing vehicle having passed prior inspections, compliance with all rules must be made at the post-race inspection. Post-race tech disqualification will result in forfeiture of points and prize money for that event and possibly for the

season in the discretion of SMS, and may result in additional penalties by SMS or other appropriate sanctioning bodies. Decisions by SMS officials are final. No implied warranty of safety shall result from any technical inspection or approval. If an SMS engine seal has been broken due to repairs, etc., it is the sole responsibility of the driver/owner to report to tech for resealing, immediately upon arrival at SMS, before the racing vehicle is allowed to compete. While participants are welcome to check out their vehicles before the evening races begin, the tech area is reserved for official inspections once the first race has started.

- 1. If top 5 cars are required to go to tech after the main event, failure to do so will result in disqualification for that race.**
- 2. In the sense of fair competition, SMS Tech Director may initiate tear down of any competitors racecar, at the expense of the competitor. If driver refuses, result will be disqualification and loss of all points for the rest of the year.**

Car protests: A written car protest must be made to any SMS Tech Official within 20 minutes after completion of the race. The SMS official shall decide whether the matter is protestable as soon as possible and shall inform the parties to the protest of the decision. Only the top 5 finishers may protest the top 3 finishers of any race. Only a driver finishing the race in a position behind the protested car can make a protest. The protesting driver's race vehicle may also be inspected for the same type of protest. The protester must pay a \$250 cash fee to SMS. If the protested vehicle is found to be legal or the protest is withdrawn, 1/2 of the protest fee will go to the driver/owner of the protested vehicle and 1/2 of the protest fee will go to SMS. If the protested vehicle is found to be illegal, the protest will be upheld, sanctions will be imposed and the protest fee will be returned to the protester. It is the responsibility of the driver/owner to tear down a race vehicle for inspection when requested by SMS officials. If a driver/owner will not do so, the protest will be upheld. The driver and the car will be disqualified, forfeit all accumulated points for the season pertaining to that car and driver, and incur any additional penalties determined by SMS or sanctioning bodies. The car will also be suspended from competition until reapproved for competition by SMS officials. Additional procedures, fees and sanctions that are designated in division and sanctioning rules may apply.

Scoring protests: All scoring protests must be made in writing on SMS forms and presented to the SMS office or Race Director within 30 minutes of the end of the final race event of the evening. If a scoring error is discovered, the scoring will be adjusted. Scorers will recheck that Event at the completion of the evenings events Human error does exist and such care and respect such be given to all Officials trying to do a fair and objective job but mistakes do happen.

Judging Protest: Protests will be only accepted in reference to SMS officials' race-related calls as a tool for improvement by the same guidelines as a scoring protest. All race-related calls made by race control officials are sporting event judgment calls made on the basis of information available at the time of the decision, and like all such calls in

contested athletic events, must be final. This protest is only for educational purposes, no changes can be made related to events that had already past.

Access to track limited: No one from the pits is allowed to go onto the track or infield during a yellow or red flag. No work can be done to a race vehicle while it is on the track. Competitors may not stop on the track for inspections or repair to their cars by anyone, including SMS officials; such inspections or repair may be done only at the hot pit area next to staging. During a race or wreck, drivers must stay in their cars at all times, except in case of danger of injury due to fire or other safety hazard, or being requested to exit the car by SMS officials or personnel. No one is allowed on the track or infield at any time except SMS personnel. Fines and sanctions may be levied on drivers or teams which do not follow these rules.

Refusal to comply with directions of officials: Refusing to obey SMS officials or flags may result in laps being taken away, the race being stopped, the driver being black flagged, disqualification and additional penalties.

No contact with officials: No contact with flagstand, SMS spotters, race control or tower officials by anyone other than SMS officials is permitted after the start of that date's events. Any complaints by anyone about any decisions made by officials should be addressed in written protest to the Race Director, who will inquire into the complaint after the race is over. SMS reserves the right to impose any penalty for violation of this rule. **Any driver or pit crew who violates these rules especially going into the tower prior to the completion of all race events will lose their points and money for the night. Second offense will result in disqualification for remainder of season.** Drivers may not stop their cars on the track at any time to dispute any decision or directive of SMS officials.

Official Event Completion: All races will be run until the leader has completed the announced distance. If unforeseen circumstances or time constraints prevent the completion of the advertised distance, the race may be considered officially complete at any point after the halfway mark has been reached by the leader. Final scoring will be based upon the racing vehicles' positions on the last green flag lap, minus any vehicles deemed at fault in a last lap accident.

Drivers Meeting: All participants must attend the Drivers Meeting before the beginning of race event. Among the topics that may be discussed at the meetings are any special instructions for the event, changes to these or any other SMS rules, safety considerations, or other topics important in staging a safe and successful race event.

Be Safe and Have Fun! This entire motorsports complex was built to provide a place for racers and fans to have safe and enjoyable experiences. Let's all cooperate to make sure we never lose sight of those goals. Let's go racing!

Waiver/personal responsibility/assumption of risk notice and acknowledgment:
MOTOR RACING IS A POTENTIALLY DANGEROUS SPORT, FOR WHICH EACH PARTICIPANT ASSUMES PERSONAL RESPONSIBILITY AND WAIVES LEGAL CLAIMS FOR NEGLIGENCE AND DAMAGES. Each race vehicle driver, owner or crew member entering Sandia Motor Speedway property waives any potential suits or claims for damages, expenses or otherwise, against SMS, track owners, or any SMS official by reason of disqualification, negligence, personal injury, death or property damage. **By entering the Premises, participants and other pit pass holders agree that they have the responsibility to inspect the track and premises and to independently determine that it is in a safe condition before they participate in any activity on the premises.**