



2026 RULES & PROCEDURES



Lonesome Pine Raceway

10802 Old Norton Coeburn Road

Coeburn, VA 24230

www.lonesomepineraceway.com

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TRACK INFORMATION

Track Name:	Lonesome Pine Raceway
Location:	Highway 58, Wise County, Virginia
Type of Facility:	0.375 (3/8) mile asphalt oval
Track Built:	1972
Seating:	Grandstands with a total seating capacity of 7,000.
VIPs / Suites:	Suites / VIP Seating located behind Turn 1.
Parking:	Total accommodation for 3,500 vehicles.
Infield:	Concession stand and restroom building. Paved pit road and service areas. Parts, tires and fuel are located in Turn 3 / 4 area of infield. No private vehicles allowed in the infield. Scales are located in Turn 3 / 4 area of infield.
Promoter / Operator:	Lonesome Pine Raceway
Physical Address:	10802 Old Norton-Coeburn Road, Coeburn, Virginia 24320
Racing Schedule:	Saturday nights at 7:00 PM, March through October. Other days / times as the discretion of the Promoter.
Sanctioning Bodies:	NASCAR
Divisions:	NASCAR Division I Limited Late Model Stock Cars NASCAR Division II Late Model Stock Cars NASCAR Division III Super Street NASCAR Division IV Street Stock NASCAR Division V MOD-4 NASCAR Division VI PURE-4 NASCAR Division VII STOCK FWD NASCAR DIVISION VIII Crown Vic

DISCLAIMER & NOTICES

The Lonesome Pine Raceway (LPR) Rules are designed to provide for the orderly conduct of racing events and to reduce the always-present risk of injury to both participants and spectators during such events. A race is a competitive sporting event governed by Track Officials. Track Officials are selected and appointed by Lonesome Pine Raceway to officiate events. Track Officials shall be licensed by such sanctioning bodies as appropriate and necessary for the safe and orderly conduct of events. Track Officials include anyone designated as such, any officer, employee, agent, representative, vendor, volunteer, or subcontractor.

Track Supervisory Officials represent the overall and final authority for each Event. Track Supervisory Officials reserve the right to take all necessary steps, including the right to change, modify, or revise these Rules to ensure the competitiveness and safety of all classes. This can include adding weight or modifying race procedures. Such changes can be made with little or no advance notice, including during an Event. Interpretation of these rules, or deviation from, is entirely and completely at the discretion of Lonesome Pine Raceway and its appointed Track Officials. Any disagreement regarding technical procedures, equipment, operations, race procedures, scoring or flagging will be resolved by Lonesome Pine Raceway Supervisory Officials. When their decision is rendered, it is considered final and binding.

Lonesome Pine Raceway Supervisory Officials include:

- (1) Race Operations Jeff Roark
- (2) Race Director Lee Watson
- (3) Lead Technical Inspector Jackie Lawson
- (4) Track Services Coordinator & Chief Scorer Don Altice
- (5) Starter Tucker Knouse
- (6) Registrar Pie Short

A Participant is any Driver, any Driver’s family member(s), any crew member(s), any car owner(s), or any other individual or entity participating in a motorsports event at Lonesome Pine Raceway.

Each Participant is responsible for ensuring that his or her conduct and equipment comply with all applicable sanctioning bodies and/or Track Rules. No express or implied warranty of safety shall result from the publication of these Rules or a Participant’s compliance with these Rules. These Rules are intended for the conduct of the sport and are in no way a guarantee against injury or death.

PARTICIPATION IN MOTORSPORTS IS INHERENTLY DANGEROUS. Through participation in the Event, each Participant agrees to hold Lonesome Pine Raceway, its Officials and assigns harmless for any damages to person or property, up to and including death. No Participant shall have any claim for damages, expenses, or otherwise against the Track nor its Officials or other affiliated parties.

Lonesome Pine Raceway Track Rules are effective on the date of publication. Lonesome Pine Raceway reserves the right to modify these Rules at any time in the interests of business, fairness, competitiveness, or safety.

1. CONDUCT

- 1.1. General Conduct
 - 1.1.1. Lonesome Pine Raceway is a fan- and family-friendly motorsports venue. LPR demands courteous conduct from Participants. Profanity directed towards, or in view of, spectators or Track Officials will not be tolerated.
 - 1.1.2. Participants are expected to conduct themselves professionally. Be clean, uniformed, and respectful. During an Event, your looks and actions represent the sport and our community.
 - 1.1.3. Any violations of rules or procedures, generally and specifically, are subject to penalty(s) as outlined elsewhere in these Rules. Additionally, violation of a sanctioning body’s rules and procedures will be referred to the appropriate sanctioning body for review and action.
- 1.2. Track Promotion, Public Image, & Social Media Policy
 - 1.2.1. Participation in motorsports events at Lonesome Pine Raceway is a privilege. We demand courteous, respectful conduct of Participants.
 - 1.2.2. Participants are expected to actively promote Events and participate in non-racing promotional activities both during Events (such as Pit Parties) and other times as requested and mutually agreed to.
 - 1.2.3. Participants will abide by NASCAR’s public image policy. The Track, and NASCAR, reserve the right, in public image of the sport, to assign, approve or disapprove any advertising, sponsorship or similar agreement in connection with any Event. All NASCAR members agree to accept NASCAR’s decision in this regard. All cars must comply with the following identification and marking requirements:
 - 1.2.3.1. Track Officials have the right to temporarily change race car numbers to avoid duplication.
 - 1.2.3.2. Track Officials and NASCAR reserve the right to assign or restrict the display of decals, identification, and advertising on race cars.
 - 1.2.4. Social media is defined as all means of electronic communication or posting of information / content of any sort on the internet. This includes blogs, personal websites, social networking or affinity sites or applications, or other channels known or unknown. This includes, but is not limited to Facebook (Meta), Snapchat, Instagram, LinkedIn, YouTube, X (formerly Twitter), and TikTok. Although forums may seem informal, all individuals covered by this Policy are responsible for what is posted online by themselves and/or allowing others to post content on their behalf. Any interaction, content, or contribution that adversely affects Lonesome Pine Raceway, other competitors, Officials, or other person or entity that has a direct or indirect relationship with Lonesome Pine Raceway WILL result in penalty(s).

Any individual having a specific complaint, criticism, or concern (an “issue”) is expected to work with Lonesome Pine Raceway to resolve the issue. It is the responsibility of anyone having a complaint, grievance, criticism, or concern to make Lonesome Pine Raceway management aware of the issue before posting on social media. This is essential and ensures Lonesome Pine Raceway has appropriate time to investigate and address the issue properly.

It is the responsibility of all Participants to address any complaint he/she may have to the Promoter. (NASCAR Local Series Rule Book, p. 5).
Communicating a criticism, complaint, or grievance via social media without first discussing the issue with Track Officials will result in penalty(s).

Communications of an egregious nature are subject to penalties under these Track Rules and will also be reported to the appropriate sanctioning body for review and further action. Communications of this nature include but are not limited to statements and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person’s race, color, creed, national origin, gender, sexual orientation, marital status, religion, or handicapping condition; threats, whether implicit or explicit in nature towards any Participant or Official; statements and/or communication questioning the credibility or integrity of sanctioning body or Track Officials; or statements and/or communication that is deemed detrimental to stock car auto racing generally.

- 1.3. Threats of Violence, Fighting, and Weapons
 - 1.3.1. Threats of violence, whether implied or explicit, will not be tolerated and will be subject to penalty(s). Track Officials will review each situation and the circumstances.
 - 1.3.2. Any fighting, reckless driving, or disorderly conduct in any restricted area will be subject to penalty(s). Second and subsequent offenses may result in additional penalties up to and including in permanent suspension.
 - 1.3.3. The display, brandishing, or use of any type of weapon will result in penalty(s) up to and including a permanent suspension.
 - 1.3.4. Any behavior under this section may be referred to the appropriate law enforcement agency for criminal investigation and prosecution.

2. BENEFITS AND INSURANCE

2.1. Participant Benefit

- 2.1.1. Posted on the infield bulletin board is a certificate of benefits for everyone signed into the restricted area. Participants are covered with specific benefits comparable to major racing associations.
- 2.1.2. Contact Lonesome Pine Raceway's management to discuss any aspect of this insurance benefit.

2.2. Benefit Plan

- 2.2.1. Each Participant with a competitor or pit permit who has signed the release sheet for the event for which the permit is issued is eligible for benefits if accidentally injured by external violent and visible means while participating in said Event. All Participants agree to abide by the decisions of the benefit plan officials in administering the benefit plan. The benefit plan applies only during Events and does not apply while traveling to or from the Event.

2.3. General Information

- 2.3.1. No Participant will be allowed access to the restricted area until he or she has secured an appropriate competitor or pit permit and signed the waiver and release sheet for that Event.
- 2.3.2. Competitor or pit permits are not transferable and are not to be signed by anyone except the person to whom they are issued.
- 2.3.3. Lonesome Pine Raceway assumes no responsibility for damage to or loss of your equipment, vehicle or any parts by any means whatsoever.
- 2.3.4. Public or paying spectators allowed access to restricted areas are excluded from insurance coverage.
- 2.3.5. It is your responsibility to familiarize yourself with available benefits and understand the waiver and release.

2.4. Claim Information

- 2.4.1. If you are involved in an accident of any kind, it is your responsibility to immediately advise the racing officials and obtain an Accident Report Form. This form must be filled out and returned to Lonesome Pine Raceway before leaving the premises.
- 2.4.2. NO CLAIMS WILL BE CONSIDERED UNLESS A WRITTEN ACCIDENT REPORT IS FILED PRIOR TO LEAVING LPR PROPERTY ON THE DAY THE ACCIDENT OCCURS. If you are physically unable to fill out an accident report, a member of your crew must be responsible for the report. Failure to follow these procedures will negate any claim of benefits covered under the benefit plan.
- 2.4.3. Any Participant returning to competition or his/her usual occupation after injury shall be deemed, for the purposes of the benefit plan, to be physically fit

and further disability benefits and/or medical benefits shall cease as of that date.

- 2.4.4. Lonesome Pine Raceway is not responsible for non-racing accidents on speedway property.
- 2.4.5. Lonesome Pine Raceway is not responsible for automobiles damaged in parking areas.

3. GENERAL POLICIES

- 3.1. Scheduling, Postponements and Rain Outs
 - 3.1.1. Lonesome Pine Raceway will establish the length, frequency and administrative methods for all Events and programs.
 - 3.1.2. Lonesome Pine Raceway will make every reasonable effort to run Events as scheduled, for the advertised distance.
 - 3.1.2.1. An Event will be considered complete if more than one-half of the total scheduled Races have been completed.
 - 3.1.2.2. A Race will be considered complete if more than one-half of the total scheduled laps have been completed.
 - 3.1.2.3. In the interests of competition, safety, weather, or in rare or extenuating circumstances, adjustments to the posted schedule may be made by Track Supervisory Officials. These changes may include but are not limited to reducing the lap count for one or more Divisions; reducing planned double A features to a single A feature; rearranging, consolidating, or eliminating practice or qualifying sessions; rearranging the order of Races; or placing a time limit on a specific session or Race.
- 3.2. Substance Abuse Policy
 - 3.2.1. Possession, consumption or distribution of any alcoholic beverage or controlled substance while in the infield or other restricted area is prohibited.
 - 3.2.2. Lonesome Pine Raceway will utilize NASCAR procedures as related to the use, distribution, or possession of drugs, narcotics, or alcohol. By entering the restricted area, Participants agree to accept this policy and procedure. Any penalties related to the substance abuse policy will be determined by the appropriate sanctioning body.
 - 3.2.3. Any Participant suspended for violation of this policy may be granted an appeal hearing by a board of Officials designated by Lonesome Pine Raceway. The suspended Participant must request such a hearing, in writing, within 14 calendar days of the date of suspension. It is the suspended Participant’s responsibility to make such a request if a hearing is desired.
- 3.3. Restricted Area Policy
 - 3.3.1. Infield Access

The Infield at Lonesome Pine Raceway is restricted to Participants and Track Officials during Events. While in the infield, Participants are advised to “keep their head on a swivel” and maintain a constant watch for hazards. Infield access is restricted to those individuals having a proper wristband, pass, credential, or other device as provided by Lonesome Pine Raceway. Infield access for spectators and the public afforded as part of an Event will be noted on the schedule.

3.3.2. Racing Surface Access

The racing surface is a restricted area. At no time shall anyone other than designated Track Officials and Track Services personnel enter the racing surface. The racing surface is under the absolute, positive control of RACE CONTROL from 30 minutes prior to the first on-track activity of the Event until all cars are removed from the racing surface at the end of the Event. RACE CONTROL may identify certain periods during the Event that the track is "cold." When the track is declared cold, permission is not expressly needed. If access to the racing surface is needed, or if any gate, fencing, or barrier needs to be opened, permission must be obtained from RACE CONTROL. NO OTHER TRACK OFFICIAL MAY GRANT PERMISSION TO ACCESS THE RACING SURFACE.

3.3.3. Race Control Access

Race Control is restricted to Track Officials, sanctioning body officials, and other invited guests. At no time during a Race shall an Owner, Driver, Spotter, or other Participant enter Race Control without an invitation.

3.4. Pay-Off (Purse) Procedures

- 3.4.1. All payments will be made to the starting driver and/or car owner as declared in the Driver Information Packet. The Packet, including all relevant tax information, must be on file with the Chief Registrar before ANY payments may be made.
- 3.4.2. It is the Driver's responsibility to notify the Chief Registrar, in writing, of any changes to payout information immediately.
- 3.4.3. Payoff will only be made for Races completed, as outlined above.
- 3.4.4. When an Event is completed as outlined above, but shortened due to weather or other unforeseen circumstances, payoff will ONLY be for Races completed.
- 3.4.5. All race results must be declared official and announced before, or simultaneously with, payoff.
- 3.4.6. All payoffs are to the Driver unless the Owner is specifically declared as the Payee in the Driver Information Packet. If the Owner is declared as the Payee, the Owner's tax information must be included in the Driver Information Packet and be on file with the Chief Registrar before payment can be made.

4. RACE PROCEDURES

4.1. General Rules & Procedures

- 4.1.1. All Drivers must be on-time to participate in Lonesome Pine Raceway Events which they are entered. Any Driver late for the Drivers' Meeting, promotional activities that are part of the event schedule, Driver introductions, or other activities shall forfeit any earned starting position and start at the rear of the field as a penalty car.
- 4.1.2. Any change of must be reported to and approved by the Chief Scorer. This requirement applies during all activity including testing, evaluation, and practice.
- 4.1.3. A car which is properly entered in an Event may be driven by any Driver properly licensed by Lonesome Pine Raceway for that division.
- 4.1.4. No car will be permitted to compete or continue to compete in practice, qualifying or a race if, in the opinion of Lonesome Pine Raceway Officials, the car presents a hazard.
- 4.1.5. Members shall not enter upon the racing surface at any time for any reason (see Restricted Area Policy) during practice, qualifying, or a race.

4.2. Car Appearance, Numbers and Driver Name

- 4.2.1. All race vehicles must be neat in appearance and free of damage from prior races or Events, and display all Series sponsor decals in the correct location(s).
- 4.2.2. Car numbers should be plain or minimally stylized Arabic numbers of a solid color that contrasts with the primary color of the door panel or roof. Trim lines may be used but are NOT a substitute for clearly contrasting numbers.
- 4.2.3. Numbers must be clearly visible and easily distinguishable from Race Control.
- 4.2.4. All cars are to have the car number clearly readable on both doors. Door numbers must be at least twenty-one (21) inches in height and three (3) inches in stroke (width). Door numbers must be positioned in the center of the door.
- 4.2.5. All cars are to have the car number on the roof, clearly readable from the Driver's side of the car. Roof numbers must be at least twenty-four (24) inches in height and three (3) inches in stroke (width).
- 4.2.6. Duplicate car numbers are allowed at the discretion of Lonesome Pine Raceway officials.
- 4.2.7. When duplicate numbers are entered within a division, the Entry currently highest in Championship Points will be assigned the use of that number during an Event. During the first Event of the year, assignment will be based on the order of Entry in the Event.

- 4.2.8. Entries with a duplicate number will be modified by Lonesome Pine Officials based either on the car's primary color (i.e., 12W for 12 White) or the Driver's last name (i.e. 12P for 12 Pyne).
- 4.2.9. In the event duplicate numbers are not easily distinguishable, high visibility tape or markings in colors assigned by Officials may be used to help distinguish between entries.
- 4.3. Sponsor, Contingency and Other Decals
 - 4.3.1. The following areas on the race vehicles are reserved for Lonesome Pine Raceway sponsor decals:
 - 4.3.1.1. The uppermost five (5) inches of the full width of the windshield;
 - 4.3.1.2. On each side of the vehicle:
 - The side window between the B & C posts;
 - From the A post forward; and
 - The B post.
 - 4.3.2. Rookies must allow space on the lower rear bumper cover for a "rookie stripe."
- 4.4. Spotters & Radio Communication
 - 4.4.1. At each Event, a designated area will be established for spotters. This location will be communicated during the Crew Chief Meeting and Drivers Meeting.
 - 4.4.2. Spotters are required to attend the Drivers Meeting as indicated on the Event schedule.
 - 4.4.3. Spotters must monitor the Race Control frequency at all times, even when the team's primary radio channel is in use (i.e., spotters must have a second radio dedicated to Race Control, or a scanner locked onto the Race Control frequency) . Spotters must be capable of communicating with the Driver at all times during on-track activity.
 - 4.4.4. Testing, Practice & Qualifying

LPR recognizes that a spotter may not always be available during testing, practice, and qualifying. If the team does NOT have a spotter in the designated area during testing, practice and qualifying, the Crew Chief and Driver are still responsible for listening to and complying with all directives from Race Control. At least one team member with direct communication to the Driver must monitor the LPR Race Control frequency at all times when the car is on the track.
 - 4.4.5. Races

Each LPR team will be responsible for providing a spotter in the designated area. Each team's spotter must check in with the LPR Official assigned to the spotter's stand at least five minutes to the expected start of the race.

- 4.4.6. Each team is required to provide LPR with the radio frequencies in use during the Event. Teams must utilize analog radios within the UHF band for all communications. Teams must present a team radio to LPR upon request to review radio programming..
- 4.5. Meetings
- 4.5.1. Drivers Meeting
LPR Officials will conduct a mandatory meeting for Drivers, Crew Chiefs, and Spotters as indicated on the Event schedule. This meeting is mandatory. LPR Officials will share specific information about the race procedure and special information (such as the location of the restart zone, the choose location, and the penalty box) specific to the Event. Information shared in the Driver's Meeting has the same force and weight as these Rules. LPR Officials may verify attendance through roll call, sign-in sheet, or other method.
- 4.6. Timing & Scoring
- 4.6.1. The Chief Scorer is responsible for scoring the Event. The decisions of the Chief Scorer, with respect to timing and scoring, are final.
- 4.6.2. Timing and Scoring will provide information to teams at the conclusion of each testing or practice session. Qualifying results and lineups will be provided as soon as practical. Unofficial results of each race will be posted within twenty (20) minutes of the completion of each race. Reports will be made available at the LPR Tech Shed.
- 4.6.3. LPR routinely makes live timing information available through a variety of channels such as Race Monitor. Information is provided via these channels as a convenience only. All data provided via these channels is clearly identified as unofficial. LPR makes every effort to ensure the availability and accuracy of this information, but ultimately the Tour is not responsible for the information displayed by these channels. The Westhold Timing System maintained by Timing and Scoring is the only official source of timing and scoring data.
- 4.6.4. Upon completion of qualifying sessions and races, the respective division's Technical Director will notify the Chief Scorer of inspection results and any relevant penalties. Official results, Driver Championship Points Standings, Owner Championship Points Standings, Contingency Awards, and Race Reports will be posted within forty-eight (48) hours of when the Chief Scorer receives that notification.
- 4.6.5. Transponders
- 4.6.5.1. Transponders will be provided by LPR for each Event.
Transponders are assigned by Timing and Scoring and will be picked up by the team at Pit Sign In.

- 4.6.5.2. Transponders must be installed on the right side of the rear subframe rail (beside the fuel cell). The leading edge of the transponder mounting bracket must be 14 feet, 2 inches rearward of the leading edge of the front of the vehicle. The transponder bracket should be mounted vertically, with the square tab on the bottom. Teams must ensure that the transponder is picked up and mounted prior to going on-track.
 - 4.6.5.3. The team is responsible for the return of the transponder to the Lonesome Pine Raceway following each Event. Any team not returning the transponder to the LPR within five (5) calendar days following the conclusion of the Event will be responsible for the replacement cost of the Transponder plus a \$250 fine. Teams may return a Transponder in person or by common carrier (UPS, FedEx, etc.) to Lonesome Pine Raceway.
 - 4.6.6. Scoring Rechecks
 - 4.6.6.1. During practice and qualifying, any team with a timing and scoring concern should contact the Tower as soon as possible.
 - 4.6.6.2. Following a race, teams may request that the Lonesome Pine Raceway review scoring information by contacting the Race Director or Chief Scorer within twenty (20) minutes of the posting of the unofficial results in the LPR Tech Shed.
- 4.7. Random Draw
 - 4.7.1. An automated, random pill draw will be conducted as competitors enter the Event using MyRacePass.
 - 4.7.2. The results of the random draw will be posted in the LPR Tech Shed.
 - 4.7.3. The random draw results:
 - Establishes the order in which cars will move through the inspection line;
 - Establishes the qualifying order for the Event;
 - May sets the Tire groups for the Event; and
 - Are used by Timing and Scoring as outlined in these Rules.
 - 4.7.4. Teams not participating in the random draw (i.e., late/post entries) will be placed at the discretion of the Chief Scorer.
- 4.8. Qualifying
 - 4.8.1. LPR utilizes single-car qualifying for all Events unless otherwise specified on the Entry Blank or Event Schedule.
 - 4.8.2. The inspection order and qualifying lineup will be set using the random draw as outlined in these Rules.
 - 4.8.3. All cars must pass technical inspection prior to qualifying unless excused by Officials. Upon passing technical inspection, all cars are considered impounded. The only work allowed prior to qualifying without explicit

- permission of LPR Officials are the adjustment of tire pressures and/or the adding of tape to the grill area.
- 4.8.4. Drivers will be allowed two (2) qualifying laps during the designated session. At the discretion of Officials, drivers may be allowed a scuff or 'no-flag' lap.
 - 4.8.5. Cars must line up as directed by Officials so that qualifying can be completed in a timely manner. Any car not in line at the time qualifying starts will subject to penalty unless excused by Officials. Failure to line up and present for qualifying as directed may result in loss of the qualifying attempt and/or subsequent loss of starting position at the discretion of Officials.
 - 4.8.6. All competitors are expected to make a Qualifying attempt.
 - 4.8.7. When two or more cars have duplicate fast lap times, the tie will be broken by the Driver's second lap time. If a tie still exists, the tie will be broken by the random draw.
 - 4.8.8. Any car sustaining damage during a Qualifying attempt or having a significant mechanical issue may be removed from the grid for repairs. Cars removed from the grid for repairs will forfeit any earned starting position and be required to start at the rear of the field.
 - 4.8.9. In the event Qualifying has begun, and subsequently the Event is postponed, LPR may re-inspect and re-qualify Entrants.
 - 4.8.10. Pre-Qualifying Penalties. In the event of a pre-qualifying penalty, the Driver's fastest qualifying time will be disallowed, and the slower of the two laps will be used to establish the Driver's starting position. Based upon the nature of the infraction, additional penalties may be imposed by LPR Officials.
- 4.9. Starting Positions
- 4.9.1. LPR will specify the starting field size during the Driver's Meeting.
 - 4.9.2. LPR may modify the procedure for establishing starting positions for an Event by publishing Event-specific procedures on the Event entry blank.
 - 4.9.3. When Qualifying has been completed, starting positions will be established by:
 - 4.9.3.1. Qualifiers, by time, as outlined on the Entry Blank.
 - 4.9.3.2. Two (2) Driver's Provisionals. Owner's Provisionals will be given to the two highest-ranking teams in the top 30 of the Driver's Championship Points that did not qualify on time. For the first three Events of the season, the random draw will be used to determine Driver Provisionals.
 - 4.9.3.3. In the event the field is not fully filled and there are Entries for an Event that did not qualify on time and did not receive an

Owner's or Past Champion provisional, remaining positions will be set by Qualifying time.

- 4.9.4. When Qualifying is not fully completed, starting positions shall be established by:

4.9.4.1. Driver's Championship Points. For the first three Events of the season, the random pill draw shall be used.

4.10. Flag and Light Rules

4.10.1. General

4.10.1.1. Officials will use flags, as set forth in this section, for the purpose of providing drivers with information throughout the Event. Officials may use light signals in addition to, or in lieu of, flags. The procedure(s) for the use of flags and/or lights by Officials may vary for individual divisions or races. Specific procedures will be covered during the Drivers Meeting.

4.10.1.2. Failure to follow these flag and light rules and any related direction by Race Control will be subject to in-race penalties up to and including parking or disqualification as outlined in these Rules.

4.10.2. Green Flag Rules & Procedures

4.10.2.1. The green flag signals racing has started or restarted as outlined in the Start & Restarts.

4.10.3. Yellow Flag Rules & Procedures

4.10.3.1. The yellow flag signifies a caution period. Upon calling of the caution by the Race Director, the Starter will display the Yellow Flag. The display of the Yellow Flag by the Starter is the sole and exclusive method for starting the caution period.

4.10.3.2. Upon display of the yellow flag and beginning of a caution period, all cars must immediately reduce speed to a cautious pace, hold position, and form a single-file line.

4.10.3.3. All caution laps are untimed, uncounted laps unless otherwise specified on the Entry Blank or in the Drivers Meeting.

4.10.3.4. Timing and Scoring is frozen at the time of caution. The lineup will revert to the last lap fully completed by all competitors as determined by the scoring software and verified by the Chief Scorer.

4.10.3.5. All cars involved in the incident will be placed into the lineup at the tail of his/her respective lap.

4.10.3.6. During a caution, no car may pass the pace car unless directed to do so by Race Control.

4.10.3.6.1. Cars on the rear of the lead lap, in front of the race leader and immediately behind the pace car may

be directed to pass the pace car at the direction of Race Control. These cars are ineligible to pit after advancing past the pace car.

4.10.3.7. Unassisted Spins:

Any Driver who has two unassisted spins in the same race shall be required to come to pit road during a caution period to confer with an Official and his/her Crew Chief. Any Driver who has a third unassisted spin in the same race may be parked for the duration of the race in which the spins occur. Any Driver parked for this reason shall retain his/her finishing position, purse and points based on the laps completed.

4.10.3.8. Any Driver or Member who, in the judgment of Race Control, causes or attempts to cause a caution shall be assessed a penalty of three (3) or more Green Flag laps upon a return to racing.

4.10.4. Red / Yellow Flag

4.10.4.1. The Red/Yellow Flag combination is a special circumstance, occurring after the caution has been displayed, but when track conditions allow for safe pit access or otherwise at the discretion of Race Control.

4.10.4.2. After the field has come to a complete stop as directed by Race Control, those cars electing to come to the pits may do so in a cautious, controlled manner.

4.10.4.3. Cars entering the pits may work on the race car. Work may ONLY be done in the pit or garage area, not on the racing surface.

4.10.4.4. Drivers of cars that are on the racing surface must remain in the car.

4.10.4.5. Crew members are not allowed onto the racing surface unless specifically given permission to do so by Race Control.

4.10.4.6. In the event Race Control changes to a Red-only flag, all work on race cars must stop immediately.

4.10.4.7. Cars performing work under a Red / Yellow must restart at the tail of the field, in the order of return from the pits.

4.10.5. Red Flag

4.10.5.1. The Red Flag means that the race must stop, immediately, regardless of the position of cars on the track. The Red Flag is used, if in the opinion of Race Control, a prolonged delay in competition is necessary and prudent.

4.10.5.2. Drivers shall stop immediately as directed by Race Control.

- 4.10.5.3. No repairs or service of any kind shall be permitted during a Red Flag. All work must stop on any car in the pit or garage area immediately.
- 4.10.5.4. Spotters should notify the Spotter's Stand Official if his or her car will need pushing assistance as early in the red flag as practical.
- 4.10.5.5. Performing work on a car during a Red Flag period shall incur a minimum penalty of three (3) or more Green Flag laps upon a return to racing.
- 4.10.6. Black Flag / Black Flag with White Cross
 - 4.10.6.1. The Black Flag signifies the car must go to the pits immediately and report to the LPR Official at the vehicle's pit or other designated location. Race Control will declare the car and reason on the Race Channel, and the Starter will display the Black Flag to the car involved. Upon receiving the Black Flag, the Driver must drop to the inside and follow the direction of Race Control immediately.
 - 4.10.6.2. If a car fails to honor a Black Flag within a reasonable time period, at Race Control's direction the Starter will display the Black Flag with a White Cross. After completion of the lap in which the Black Flag / White Cross is displayed, Timing and Scoring will discontinue scoring on the car, and any laps completed disallowed until the car has fully complied with the Black Flag and is approved to return to racing by Officials.
 - 4.10.6.3. Any car that fails to comply with a Black Flag / Black Flag with a White Cross, and such failure to comply results in a caution, then that car will be determined to have intentionally caused a caution and be subject to penalty as outlined in the Yellow Flag rules, above.
- 4.10.7. Blue Flag / Yellow Stripe
 - 4.10.7.1. The blue flag with the diagonal yellow stripe signifies that faster traffic is overtaking the cars being signaled. Cars given the Blue Flag with the Yellow Stripe shall yield to the overtaking traffic as directed by Race Control.
- 4.10.8. White Flag
 - 4.10.8.1. The White Flag is displayed to the race leader upon the start of the final lap of the race.
 - 4.10.8.2. A car on the race track may not receive assistance during the white flag lap. The car receiving such assistance will not be scored for the white flag lap. The car providing such assistance may be subject to a time or lap penalty. The decision of the

Officials as to what constitutes providing or receiving assistance is a judgment call and not subject to appeal or review.

4.10.9. Checkered Flag

4.10.9.1. The Checkered Flag will be displayed by the Starter as the lead vehicle completes the Race.

4.10.9.2. When the leader receives the Checkered Flag, the balance of the field receives the Checkered Flag on the same lap. Finishing positions will be awarded to the most laps traveled in the least time, whether the car is still running or not.

4.10.9.3. If the yellow is displayed after the leader has received the Checkered Flag:

4.10.9.3.1. All cars taking the Checkered Flag and crossing the start/finish line prior to the display of the Yellow Flag will be scored based on their finishing position.

4.10.9.3.2. All cars not having taken the Checkered Flag at the time of yellow, but able to continue shall continue at a reasonable pace and cross the start/finish line. Cars will be scored based on their position at the time of caution as determined by the Chief Scorer. There shall be no racing back to the line in an attempt to gain positions.

4.10.9.3.3. All cars not having taken the Checkered Flag, but unable to continue will be scored based on their last completed lap.

4.11. Pit Stop Procedures

4.11.1. Pit procedures for each Event, including any necessary and prudent deviations from the procedures listed here, will be reviewed during the Drivers Meeting.

4.11.2. Pit assignments will be determined by LPR Officials as early as practicable and communicated to Members.

4.11.3. When following the pace car during a Yellow Flag period, all Drivers must maintain position in relation to other cars or as directed by Race Control.

4.11.4. Cars choosing to pit may NOT pull up or advance position. Cars intending to pit will drop down from their existing position to enter pit road in the manner described during the Drivers Meeting.

4.11.5. When practicable, cars should be completely in the assigned pit box or in an area acceptable to Officials.

4.11.6. Cars exiting pit road during a Yellow Flag will fall into line behind the tail of the field. Blending in from the pits is not allowed. Any car attempting to advance position by blending in will be subject to penalty by Race Control

- 4.11.7. Cars choosing to pit must maintain pace car speed or slower during entry, throughout the pit or garage area, and during pit exit. Driving in a unsafe manner during a pit stop cycle will be penalized by Race Control
- 4.11.8. There is to be no smoking withing fifteen (15) feet of pit stalls or fuel containers.
- 4.12. Competition Cautions
Lonesome Pine Raceway may utilize a single competition caution during each Race. A competition caution may not occur within the final ten (10) laps of a race. Competition caution procedure for each Event will be reviewed in the Driver's Meeting.
- 4.13. Free Pass Rule
The Free Pass Rule will be utilized throughout all LPR Events. Scoring will determine the Free Pass car (aka the **Beneficiary**) whenever one or more cars are one or more laps down at the time a Caution occurs. The Free Pass car is the first Driver not on the lead lap. The Free Pass car will be determined based on positions on the lap of record – i.e., the last fully completed lap prior to the Caution.
- 4.13.1. The Free Pass car is ineligible if:
The Free Pass car is involved in the Caution, as determined by Race Control;
The Free Pass car elects to pit prior to the “free pass”;
The Free Pass car was not on-track at the time of caution; or
The Free Pass car is under penalty at the time of caution;
- 4.13.2. The Race Director will identify the Free Pass car on the race channel or declare “No Free Pass.”
- 4.13.3. The Free Pass car must make his/her way to a position immediately behind the Pace Car as quickly and safely as possible. All Drivers and Spotters are expected to help the Free Pass car get into position. The Free Pass car should hold position behind the Pace Car until directed to pass. The Free Pass car must maintain a reasonable speed and pass the caution vehicle in a safe manner to the outside and line up at the tail of the field as directed by Race Control.
- 4.13.4. The Free Pass car is eligible to pit only after completing the free pass lap.
- 4.14. Starts & Restarts
All starts and restarts are double-file. Upon the start or restart, Drivers must maintain their position, lane and speed until the start or restart has occurred. Drivers must remain in line until crossing the start/finish line. At the Race Director's discretion, a single-file start or restart may be directed after unsuccessful attempts at a double-file start or restart. The designated restart zone will be clearly marked and the position made known during the Driver's Meeting.
- 4.14.1. On the initial start, the Starter starts the race within the designated zone by displaying the green flag.

- 4.14.2. On all restarts, the race leader will control the restart. The restart can occur anywhere in the designated zone. The Starter will display the green flag once the leader has restarted the race.
- 4.14.3. If the control car fails to restart within the designated restart zone, the Starter will display the green flag and restart the race.
- 4.14.4. Restart Positions (Prior to the completion of the first green flag lap)
In the event of a caution during the first lap of a race, the field will be reset to the starting lineup, with cars involved in the caution being placed at the rear of the field. Cars that are involved but remain on-track will line up according to how the car continued after the caution. Cars that are involved but elect to pit will line up according to the order in which they exit the pit.
- 4.14.5. Restart Positions (After completion of at least one green flag lap)
- Lead lap cars that did not pit
 - Lead lap cars that pitted, in order of pit exit/return to track
 - Lap down cars
 - Free Pass car
 - Cars involved in the Caution and wave-around cars
 - Any penalty cars
 - Cars laying over
- 4.15. Choose Rule
For all restarts after the completion of one lap, the CHOOSE RULE will be used. The location and description of the CHOOSE marking will be relayed during the Driver's Meeting, and reminders provided by Race Control as prudent. The Race Director will announce the "Choose" generally before the Pace Vehicle exits Turn 2. Spotters should relay this immediately to the Driver. CHOOSE may occur with 2-to-Go or 1-to-Go, as determined by Race Control.
- 4.15.1. When approaching and passing the choose location, Drivers must choose the inside or outside lane.
- 4.15.2. The following actions will result in a "to the rear" penalty for a CHOOSE RULE VIOLATION:
Failing to declare your lane and blatantly running over the mark;
Changing lanes after declaring your lane; and
Impeding or otherwise slowing down the CHOOSE process.
- 4.15.3. The Race Director has the sole and exclusive discretion to declare Drivers INELIGIBLE to Choose (i.e., drivers involved in the Caution). Any ineligible Driver will be placed at the tail behind all other cars on the same Lap.
- 4.16. Green-White-Checker Rule & Procedure
- 4.16.1. Lonesome Pine Raceway will make every reasonable effort to end races competitively. Race may end under caution due to weather, curfew, or other rare and extenuating circumstances.

- 4.16.2. If the Yellow Flag is displayed after the leader has taken the White Flag, but before receiving the Checkered Flag, all cars will follow the Yellow Flag procedures. All normal race procedures apply, including the Free Pass car and Choose Rule.
 - 4.16.3. When racing is ready to resume, the Green Flag will be displayed and the leader will restart the race.
 - 4.16.4. Upon completion of the first Green Flag lap, the White Flag will be displayed again.
 - 4.16.5. Upon completion of the second Green Flag lap, the Checkered Flag will be displayed and the race deemed complete.
 - 4.16.6. Should the Yellow Flag be displayed again prior to the Leader receiving the Checkered Flag, the procedures outlined above will be repeated until a race leader receives the Checkered Flag (unlimited attempts).
 - 4.16.7. Records of the race shall include all laps completed competitively, and all green flag laps used to determine Championship Points and contingency awards.
- 4.17. Race Procedure Penalties
- 4.17.1. The following penalties are considered in-race, or procedural penalties and are not subject to appeal.
 - 4.17.1.1. "To the Rear"

The Driver must fall to the rear of the longest line immediately. Failure to do so before the Start / Restart will result in the Driver being black-flagged and additional penalties assessed.
 - 4.17.1.2. "Pass through"

The Driver must drop to the inside and complete a pass through the pit road at a safe, reasonable speed and re-enter the race safely. Failure to complete a pass-thru penalty at the earliest opportunity will result in the Driver being black-flagged and additional penalties assessed.
 - 4.17.1.3. Lap Penalty

The Driver must drop to the inside and enter the pits to a location directed by Race Control (the "Penalty Box"). The Driver will be held by an Official and released after the completion of the penalty by Race Control. No work may be done to the vehicle while the penalty is being assessed.
 - 4.17.1.4. Lineup Position Penalty

Race Control may assess a lineup position penalty to any Driver, typically in response to race procedure violation. The Driver's position in the lineup shall be adjusted rearward by the number of positions specified by Race Control.

4.17.1.5. Black Flag

The Black Flag will be displayed to a Driver, typically in response to a penalty, safety or mechanical issue. Upon receiving the Black Flag, the Driver must drop to the inside and follow the direction of Race Control immediately. Failure to do so in a timely manner may result in penalties, including lap or time penalties, invalidation of laps completed while under the black flag, or disqualification.

4.17.2. Driver actions that may be penalized include, but are not limited to:

4.17.2.1. Speeding or other unsafe driving in the pit or garage area;

4.17.2.2. Pitting outside of the designated area;

4.17.2.3. Entering the pits or conducting work under a red flag;

4.17.2.4. Speeding through an area where track services personnel are working;

4.17.2.5. Reckless driving (contact with another competitor resulting in a yellow flag);

4.17.2.6. Failure to line up for the start / restart as directed by Race Control;

4.17.2.7. Failure to follow the direction of an Official (i.e., blowing the Stop sign at Pit Out);

4.17.2.8. Passing the pace car without direction from Race Control;

4.17.2.9. Intentionally causing a caution by stopping on the race track;

4.17.2.10. Rough driving (contact that results in one or more competitors hitting the wall/each other);

4.17.2.11. Flagrant rough driving (retaliation, intentional contact with another competitor; contact during warm-up laps, under caution, or post-race);

4.17.2.12. Aiding other competitors in a manner that violates the spirit of competition;

4.17.2.13. Working on the car in area other than a designated location (including working on the car on the racing surface); or

4.17.2.14. Any actions endangering other competitors, spectators, officials, or track services personnel.

4.17.3. Race Control may assess lap or time penalties up to and including disqualification, not subject to appeal, after completion of the race if the behavior penalized would have normally resulted in an in-race penalty.

4.17.4. Penalties

Infraction	Under Green	Other Conditions (Yellow, Red, Red/Yellow)
Working on Impounded Car	3 Lap Penalty (§4.17.1.3)	
Unapproved Tire Change	2 Lap Penalty (§4.17.1.3)	2 Lap Penalty (§4.17.1.3)

Working Under Red Flag Condition (§4.10.5.5)		3 Lap Penalty (§4.17.1.3)
Intentionally Causing Caution (§4.17.2.9)	3 Lap Penalty (§4.17.1.3)	

5. CHAMPIONSHIP POINTS

- 5.1. To be eligible to earn Lonesome Pine Raceway Championship points, a Driver and Owner must be a member in good standing, and both Driver and vehicle must be eligible to participate in the Event.
- 5.2. LPR Championship Points will be awarded as follows, across all divisions:
- 5.2.1. For each completed race Championship Points will be awarded as follows:

P1: 44 Points	P11: 31 Points	P21: 21 Points	P31: 11 Points
P2: 40 Points	P12: 30 Points	P22: 20 Points	P32: 10 Points
P3: 39 Points	P13: 29 Points	P23: 19 Points	P33: 9 Points
P4: 38 Points	P14: 28 Points	P24: 18 Points	P34: 8 Points
P5: 37 Points	P15: 27 Points	P25: 17 Points	P35: 7 Points
P6: 36 Points	P16: 26 Points	P26: 16 Points	P36: 6 Points
P7: 35 Points	P17: 25 Points	P27: 15 Points	P37+: 5 Points
P8: 34 Points	P18: 24 Points	P28: 14 Points	
P9: 33 Points	P19: 23 Points	P29: 13 Points	
P10: 32 Points	P20: 22 Points	P30: 12 Points	

- 5.2.2. Driver and Owner Championship Bonus Points:
Leading a lap: One (1) additional championship point.
Leading the most laps: One (1) additional championship point.
Gaining the most positions from his or her starting position: One (1) additional championship point.

In the event multiple drivers are tied for the “Most Laps Led” or “Positions Gained” bonus points at the completion of an Event, the additional championship point(s) will be awarded ONLY to the highest finishing Driver.

- 5.2.3. For each completed Qualifying session:
The Pole winner will receive two (2) championship points; and
The second-fastest qualifier will receive one (1) championship point.
Points will not be awarded for a qualifying session if the session is not fully completed (i.e., weather, track incident, etc.).
- 5.2.4. Drivers that fail to complete a race (DNF) will receive championship points in accordance with their position in the official results.
- 5.2.5. Any Driver that is Disqualified from an Event will not receive championship points for that Event.
- 5.2.6. Any Driver that enters and participates in an Event, and is not disqualified, is guaranteed a minimum of five (5) Championship Points even if they are unable to compete in Qualifying or the Race.

If an Event is postponed or rescheduled for any reason, Championship Points will only be awarded for the rescheduled Event.

- 5.2.7. The Driver which starts the race will be credited with all points earned by that vehicle in the race. Subject to the other provisions in the Rule Book, any eligible vehicle may be driven in any Event by any eligible driver.
- 5.2.8. The Chief Scorer has sole and exclusive authority to determine the award of Championship Points for an Event. Decisions of the Chief Scorer on the award of Championship Points are final and not subject to appeal.
- 5.3. Championships
 - 5.3.1. The Driver Championship will be determined by the Driver earning the most points during Lonesome Pine Raceway Events in the season.
 - 5.3.2. In the Event of a tie for any position in the Championship standings, the position will be determined by:
 - 5.3.2.1. The Driver with the most wins;
 - 5.3.2.2. The Driver with the most second-place finishes;
 - 5.3.2.3. The Driver with the most Top-5 finishes;
 - 5.3.2.4. The Driver with the most Top-10 finishes.
- 5.4. Rookie of the Year Program
 - 5.4.1. Drivers are eligible to compete for Rookie of the Year in a single division. Drivers must not have previously competed in more than six (6) races in that Division at any combination of Tracks.
 - 5.4.2. Decisions on eligibility for Rookie of the Year are solely at the discretion of the Chief Scorer.
 - 5.4.3. Drivers planning to compete for the ROY program should notify the Chief Scorer no later than the third (3rd) Event in which he or she is competing.
 - 5.4.4. The Rookie of the Race will be the highest finishing ROY contender in each division of each Event.
 - 5.4.5. The Rookie of the Year will be the highest-finishing ROY contender in each division's Championship Points standing at the end of the season.

6. OFFICIATING, PENALTIES AND APPEALS

- 6.1. Track Supervisory Officials, as outlined in these Rules, have the final authority over interpretation of Track Rules, including Event Procedures. Track Officials shall have exclusive and continuing jurisdiction over all Participants to ensure the safe and efficient conduct of the Event.
- 6.2. Events at Lonesome Pine Raceway are conducted in accordance with sanctioning agreements with NASCAR. The respective rules, including Technical Bulletins, Advisories, and similar communications put forth by each sanctioning body are hereby fully incorporated in both letter and spirit.
- 6.3. For each Division, for all matters not covered by Track Rules, NASCAR Rules shall be relied upon. Track Officials are solely responsible for determining the rule and application thereof.
- 6.4. In the event a Track Rule conflicts with a sanctioning body rule, the TRACK RULE shall take precedence.
- 6.5. General Scope of Penalties
 - 6.5.1. Lap penalties, time penalties, and parking administered by the Event Director during or after a Race are not considered Penalties under this section and will be governed by NASCAR Local Series Rules 9-11 and 9-12 for all Divisions.
 - 6.5.2. Track Officials will address rules infractions in accordance with Track Rules. Every effort will be made to address any issues within 72 hours after the Event concludes.
 - 6.5.2.1. Track Officials will notify the affected parties by telephone or email within 24 hours of the Penalty being issued.
 - 6.5.2.2. After the affected party is notified verbally, the LPMP Penalty Notice will be mailed to the address of record.
 - 6.5.2.3. Track Officials will send a copy of the penalty notice and report of the violation to the appropriate sanctioning body, or otherwise follow the sanctioning body's procedure(s) for penalties. The report may include statements, photographs, video, witness names, and any other information the sanctioning body may find useful or pertinent.
 - 6.5.2.4. Penalties may be assessed against any Participant in an Event, including an Owner, whether physically present at the Event or not.
 - 6.5.3. Penalties for violation of Track Rules may include, but are not limited to
 - 6.5.3.1. Fines
 - 6.5.3.2. Probation for a specified number of Events
 - 6.5.3.3. Probation for a specific period
 - 6.5.3.4. Loss of Finishing Position in an Event
 - 6.5.3.5. Loss of Track Championship Points
 - 6.5.3.6. Disqualification

- 6.5.3.7. Suspension for a specific period
- 6.5.3.8. Suspension for a specific number of Events
- 6.5.3.9. Permanent suspension
- 6.5.4. In rare instances or extenuating circumstances, probation and/or suspension may be applied to all Participants under the same ownership or team organizations. For example, to prevent retaliation by a teammate.
- 6.5.5. Penalties for the violation of rules at Lonesome Pine Raceway are determined by the gravity of the violation, the impact of the violation on fairness and competition, disruption of the Event, and the overall interests of stock car racing, the sanctioning bodies, and Lonesome Pine Raceway. Track Officials will use common-sense guidelines for the imposition of penalties. The following violations are considered serious and WILL result in penalty(s):
 - 6.5.5.1. Fighting or verbal abuse of any Track Official or staff;
 - 6.5.5.2. Fighting or altercation with another Participant, Official or persons serving under his/her direction, in which the Participant uses inappropriate or disparaging language regarding a person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or physical condition, including conduct on social media or other public platform, in the garage/pits, or while on Lonesome Pine Raceway's physical property;
 - 6.5.5.3. Firing engines or generators during the National Anthem;
 - 6.5.5.4. Entering the racing surface, opening a gate, etc. without clear direction to do so from RACE CONTROL;
 - 6.5.5.5. Contact with another Driver's vehicle at any time except during a Race;
 - 6.5.5.6. Violations of Track Promotion, Public Image & Social Media Policy;
 - 6.5.5.7. Acts which violate probation or suspension previously issued;
 - 6.5.5.8. Failing to follow the direction of a Track or sanctioning body Official;
- 6.5.6. Anyone entering Race Control during an Event without prior authorization or invitation during any on-track activity will be fined \$250, suspended as a Participant for 14 days, and the associated team will be immediately disqualified from the Event. This penalty is not subject to appeal, is immediate, and may not be reduced.
- 6.5.7. Fines
 - 6.5.7.1. Fines are due and payable prior to the next Event. If a fine has not been paid prior to the next scheduled Event, the Participant will not be able to sign in until the fine is paid.
 - 6.5.7.2. In cases where a fine presents a financial hardship, a Driver may request that a fine be recovered from a Race purse or the Division's championship point fund.

6.6. Appeals.

7. INSPECTIONS AND PROTESTS

- 7.1. Inspections
 - 7.1.1. All cars are expected to comply with Track Rules, including those incorporated by reference.
 - 7.1.2. All Participants are required to take all steps necessary as requested by Track Officials to facilitate inspection, including teardown.
 - 7.1.3. All cars will be subject to technical inspection at every Event. All cars are subject to inspection at any time by any Track Official.
 - 7.1.4. The nature and extent of technical inspection will be determined by Track Supervisory Officials. No prior notice or warning of the nature or extent of inspection will be given.
 - 7.1.5. Any Participant failing to comply with the Inspection rule is subject to penalty(s). Noncompliance includes not surrendering a car, car part, or equipment for inspection. This includes failing to present a car to Track Officials at the scales without delay.
 - 7.1.6. Lonesome Pine Raceway or the sanctioning body has the right to seal or impound cars, car parts, or equipment that has been entered into an Event. Neither the sanctioning body nor the Track is responsible for payment or reimbursement for damage or loss suffered by the Participant as the result of such sealing or impounding.
 - 7.1.7. Any car found not in compliance with Track or sanctioning body rules will be subject to penalty(s) as outlined in these Rules.
 - 7.1.7.1. All parts declared illegal under inspection or protest will be confiscated by Track Officials and become the property of Lonesome Pine Raceway or the sanctioning body.
 - 7.1.7.2. Lonesome Pine Raceway provides no compensation, reimbursement, or consideration to Participants for such confiscation.
 - 7.1.7.3. All confiscated parts will be disposed of at the discretion of Lonesome Pine Raceway or the sanctioning body.
 - 7.1.8. With regard to protests and inspection, the Driver is responsible to prove a car or part's legality for competition. Track Officials are not required to prove the violation.
 - 7.1.9. On inspection teardown, the following person(s) will be present at the site:
 - 7.1.9.1. The car owner or representative designated by the Owner;
 - 7.1.9.2. A Lonesome Pine Raceway Supervisory Official; and
 - 7.1.9.3. At least one additional Track Official familiar with the Division;
 - 7.1.9.4. If the teardown is the result of a protest, a maximum of two (2) members of the protesting Participant's team may witness the entire process.

7.2. Protests

7.2.1. RESERVED FOR FUTURE USE

7.2.2. Protests involving Track Rules or rules concerning minimum or maximum tolerances of racing equipment such as piston displacement, wheelbase, et cetera shall be decided by Track Officials and are not subject to further appeal by any entity.

7.2.3. Protests shall be handled as outlined in NASCAR Local Series Rule Book 13-1 for ALL Divisions.

7.2.3.1. All matters pertaining to protests shall be handled by Track Officials.

7.2.3.2. If a Participant believes that another Participant has or will obtain a significant unfair competitive advantage by some action that he or she believes is in violation of the Track Rules, the Participant may protest such action to a Track Official.

7.2.3.3. The protest must be made in writing by the Participant (or his/her crew chief if the Participant is a driver and is on the race track) within 20 minutes after the checkered flag is displayed signifying the completion of the Race.

7.2.3.4. The protest fee is \$300 for each separate protested item, other than specified below.

7.2.3.4.1. A protest that involves the removal and inspection of the cylinder head, and all cylinder head components shall be \$500.00.

7.2.3.4.2. A protest that involves the removal and inspection of the camshaft and its components shall be \$500.

7.2.3.4.3. A protest that involves the removal and inspection of a piston(s) and/or connecting rod(s) assembly and their components shall be \$750.00.

7.2.3.4.4. A protest that involves the removal of the crankshaft from the engine and inspection of the crankshaft and all its components shall be \$1,000.00.

(Example: A protest of a Carburetor (\$300), cylinder head (\$500), crankshaft (\$1000) and piston and/or connecting rod (\$750) shall be accompanied by a \$2,550.00 total protest fee.)

7.2.3.5. The Track Officials shall decide whether the matter is subject to protest, and if so, shall decide the protest as promptly as possible and shall inform the parties to the protest of the decision.

7.2.3.6. The Track Official may decline to accept a protest, even if the matter were otherwise subject to protest, if he/she determines that

the alleged rule violation is so insubstantial as to not provide the Competitor with a significant competitive advantage over other Competitors.

7.2.3.7. A decision that the matter is not subject to protest is final and may not be appealed.

7.2.3.8. In deciding the protest, Track Officials may take whatever action he/she deems appropriate to further the interests of fairness and finality in Competition results. Such action includes, but is not limited to, revising Race results, imposing penalties (disqualifications, suspension or fines, and/or loss of finishing position(s) in the Event), awarding or subtracting points, or taking no action.

7.2.3.9. The protesting Participant, or his/her appointed representative will be permitted to be present during the inspection process of the protest. In sanctioned Events or Divisions, the representative(s) must have a valid, unrestricted license issued by the sanctioning body.

7.2.3.10. Any additional rule violations, not related to the protest, found during the protest inspection process are subject to additional penalties.

7.3. Track Supervisory Officials, as outlined in these Rules, have the final authority over interpretation of Track Rules, including Event Procedures. Track Officials shall have exclusive and continuing jurisdiction over all Participants to ensure the safe and efficient conduct of the Event.

8. SAFETY

8.1. **STOCK CAR RACING IS AN INHERENTLY DANGEROUS SPORT.**

Each individual assumes that risk when he or she participates in an Event.

Participation in motorsports has a significant risk of permanent injury or death that cannot be fully mitigated or eliminated. Participants are required to advise their family members of this risk.

8.2. Sanctioning body representatives do not routinely attend sanctioned events and are not able to observe or know unsafe practices, track conditions, or race cars and racing equipment. **SANCTIONING BODIES DO NOT TAKE RESPONSIBILITY FOR THE ADEQUACY OF THE RACING FACILITY, SAFETY PERSONNEL OR EQUIPMENT, OR CONDITIONS AT THE TRACK.**

8.3. Safety is everyone's responsibility. Specific roles related to safety are:

8.3.1. Promoter:

The Promoter is directly and finally responsible to ensure that the racing facilities are adequate for the event; that adequate safety personnel and equipment are provided for each event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury, all as more fully set forth in the Sanction Agreement applicable to the event.

8.3.2. Participants:

All Participants are obligated to inspect for any unsafe condition with respect to the racing facilities, his/ her race car and all related equipment, safety personnel and equipment, and conditions at the track on a continuing basis before, during, and after the Event. Participants must report to the promoter and track officials promptly any inadequacy or unsafe conditions in the facilities, race car, personnel, equipment, or conditions at the track.

Participants also are solely and personally responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver, or crew member) in a manner designed to minimize the degree of possible risk of injury to themselves and others.

SANCTIONING BODIES NOR THE PROMOTER CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A PARTICIPANT'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

8.3.3. Track Officials:

Track Officials should report promptly to the Promoter any observed safety inadequacies in the racing facilities, safety personnel, equipment, and/or conditions at the track. In addition, if a track official observes any safety inadequacy in a participant's race car, racing equipment, or conduct, the track

official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability or experience tests. The participant is obligated to follow the track official's directives. SANCTIONING BODIES ARE NOT RESPONSIBLE FOR THE ACTIONS OR INACTIONS OF ANY TRACK OFFICIAL AS IT PERTAINS TO SAFETY, OR FOR THE ADEQUACY OF A PARTICIPANT'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

- 8.4. Each Participant agrees and consents that in the event of injury or death in the course of or as a result of an event, Lonesome Pine Raceway, NASCAR, INEX or any other sanctioning body may obtain access to and copies of all the Participant's medical records including privileged or protected health information related to such injury or death.

8.5. Personal Safety Equipment

8.5.1. General

- 8.5.1.1. Each Participant is solely responsible for the effectiveness of any and all personal safety equipment used during an event. The sanctioning body, Track Officials, management, and/or promoters are not responsible for any personal safety equipment's effectiveness.
- 8.5.1.2. Each Participant must investigate and educate himself/herself fully about the availability and effectiveness of personal safety equipment.
- 8.5.1.3. The Promoter will be solely responsible for determining whether to mandate particular equipment and may establish Local Track Rules with respect to such equipment. Each Competitor is solely responsible for familiarizing himself/ herself with such Local Track Rules. NASCAR strongly recommends, however, that each Competitor consider the use of and follow the guidelines regarding such equipment, as set forth in the remainder of this subsection.
- 8.5.1.4. Passengers are not permitted in or on a race car at any time.
- 8.5.1.5. All Participants must comply with the manufacturer's specifications and limitations applicable to the operation, training, use, installation, inspection, testing, repair, and maintenance of all personal safety equipment, machinery, vehicles, tools, materials, and equipment unless specifically superseded by a more stringent corresponding requirement.

8.5.2. Protective Clothing

- 8.5.2.1. Each Driver shall wear a fire-resistant uniform.

- 8.5.2.2. Each Driver shall wear fire-resistant gloves in practice, qualifying and Race.
- 8.5.2.3. Each Driver shall wear fire resistant accessories that effectively cover the remaining parts of the body.
- 8.5.2.4. During a Race, any crew member who steps into the car servicing area should wear a fire-resistant uniform.
- 8.5.2.5. Each crew member should also wear fire-resistant accessories that effectively cover the remaining parts of the body.
- 8.5.2.6. During a Race conditions, any crew member involved in fueling the car or handling and transporting fuel in the garage or pit area, if any, must have all parts of the body protected by fire-resistant clothing and/or equipment.
- 8.5.2.7. It is the driver and crew member's responsibility, not the sanctioning body, Track Officials, or the promoter, to ensure that he/she maintains, wears, and effectively uses protective clothing.
- 8.5.3. Fire Extinguishers
 - 8.5.3.1. Each car should have, within the driver's reach, built-in, fully charged DuPont FE-36, NOVEC 1230 or equivalent fire extinguishing equipment with an operating pressure gauge that is visible with the driver in the car. The fire extinguisher should be securely mounted with a metal bracket beyond the right side or to the rear of the seat.
 - 8.5.3.2. Any car that is not equipped with a built-in fire extinguisher should have an adequate fire extinguisher, with an operating pressure gauge, visible with the driver in the car, securely mounted beyond the right side or to the rear of the seat with a metal bracket.
 - 8.5.3.3. All entrants should have in their garage or pit area, if any, as part of their equipment at all times a fully charged minimum 10-pound dry chemical, DuPont FE-36, NOVEC 1230 or its equivalent fire extinguisher with a visible, operating pressure gauge.
- 8.6. Helmets, Head and Neck Restraint Devices
 - 8.6.1. Helmets
 - 8.6.1.1. Drivers should wear a Full-Face helmet carrying at least one of the following certifications: FIA 8860-2004, FIA 8860-2010, FIA 8859-2015, FIA 8860-2018, Snell SA2010, Snell SA2015, Snell SA 2020 or SFI 31.1 (2005). The driver should wear the helmet in accordance with the directions provided by the helmet supplier and/or manufacturer. Any modification to the helmet for any purpose should not detract from its effectiveness.
 - 8.6.1.2. During race conditions, any crew member who steps into the car servicing area should wear a helmet.

- 8.6.1.3. During race conditions, any crew member involved in fueling the car should wear a full-face helmet and a fire-resistant head sock.

8.6.2. Head and Neck Restraint Devices/Systems

- 8.6.2.1. At all times during an Event (practice, qualifying and competition), drivers should connect their helmet to a NASCAR approved head and neck restraint device/ system. The head and neck-restraint device/system, when connected, should conform to the manufacturer’s mounting instructions, and it should be configured, maintained and used in accordance with the manufacturer’s instructions.
- 8.6.2.2. It is the Driver’s responsibility, not sanctioning body officials or Track Officials, to ensure that their device/system is NASCAR-approved, correctly installed, maintained, and properly used.
- 8.6.2.3. The following are the SFI-approved Head and Neck Restraint Device/Systems that are currently acceptable to NASCAR.

Mfr.	Model	Option
HANS	Professional Series	Fixed or Sliding Tethers
HANS	Extra/Economy Series	Fixed or Sliding Tethers
HANS	Pro Ultra	Sliding Tethers
HANS	Sport Series	Fixed or Sliding Tethers
HANS	Sport II Series	Sliding Tethers
HANS	Stilo HANS Zero	Sliding Tethers
Simpson	Hybrid	Fixed Tethers
Simpson	Hybrid Pro, carbon	Fixed Tethers

8.7. Seat Belts

- 8.7.1. Each car should be equipped with a NASCAR-approved seat belt restraint system. The seat belt and shoulder harness should not be less than three (3) inches wide except for use with the HANS Device. When used with the HANS device the shoulder harness should not be less than two (2) inches wide as it passes over the HANS Device. Approved seat belt restraint systems should have a latching mechanism attached to the lap belt. This latching mechanism should provide a common connection and release for the lap belt, shoulder harnesses, and anti-submarine belt(s) and should be designed with a quick and easy one-handed, gloved release of all belts in all conditions. It should have one (1) of two (2) approved release designs:

Latch/Lever: Utilizes a lever opening away from the body in a right to left hand movement, parallel to the lap belt with a complete release of all belts. The lever should have a provision to prevent an unintentional release.

Cam Lock: A circular handle or raised surface that turns in both directions for

a motion of not less than 30 degrees before completely releasing all belts. A downward facing tab or toggle may be used, provided that its length does not extend more than 1/2 inch beyond the outer diameter of the release mechanism unless a provision to prevent unintentional rotation or release is provided.

- 8.7.2. The seat belt restraint system should be installed in accordance with the directions provided by the system supplier and/or manufacturer. In addition, please note the following guidelines:

Lap belts should be installed and used in such a manner that, when secured to the latching mechanism, the seat belt webbing travels in a straight, clear, and free path from the belt mount through the seat opening to the latching mechanism. When the driver is buckled in the seat, the free end of the seat belt webbing should rest in a position clearly aligned over the seat belt webbing entering any adjustment or latch release hardware.

If a roller adjuster is used on the left lap belt it should have tension springs installed and it should be attached to and be part of the latch release mechanism directly with no webbing loop. The roller adjuster should not be attached to the lap belt mounting tab at the frame. A 3-bar slider, threaded to the manufacturer’s instructions, may be used for the left lap belt length adjustment, in the absence of the roller adjuster. The 3-bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. On the right lap belt, if a roller adjuster is used, it should have tension springs installed and the adjuster may be located anywhere on the belt except at the frame mounting tab. A webbing link may be used to connect the roller adjuster to the latching mechanism. A 3-bar slider, threaded to the manufacturer’s instructions, may be used for the right lap belt length adjustment, in the absence of the roller adjuster. The three-bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. Wrap-around style lap belt mounts and hook/eye bolt style mounts are not permitted; only tab style lap belt mounts secured with a nut and bolt should be permitted.

Shoulder belts should be mounted to the horizontal shoulder bar (#7) or shoulder belt bar (#7B) only. Only individual shoulder harness belts should be permitted. The seat opening should be a single or double open slot with a finished inside edge or grommet. Y-type shoulder harnesses should not be permitted. Wrap-around shoulder harness mounts should be permitted provided the belts do not cross behind the driver and all the wrap-around mount style shoulder belts should be retained by a guide on horizontal

shoulder bar (#7) or shoulder belt bar (#7B) to prevent lateral movement of the belt on the roll bar. Shoulder belts may cross behind the driver provided they use a tab style mount and not a wrap-around mount. Each shoulder belt using a tab mount should use an individual mounting tab or a steel sleeve welded through horizontal shoulder bar (#7) or shoulder belt bar (#7B) and be secured with a nut and bolt. The seat opening should be a single, open slot with a finished inside edge or grommet where the shoulder belts cross behind the driver. Roller adjusters on the shoulder harnesses should have tension springs installed. Sternum or cross belts using metal or hard surface hardware should not be permitted.

Approved 6-point anti-submarine belts should be mounted to the seat frame or a steel reinforced seat bottom mount. Either wraparound or tab style anti-submarine belt mounts should be permitted on 5-point or 6-point belts.

- 8.7.3. The manufacturer's label should not be located under the adjusting mechanism when the driver is buckled in the seat and has tightened the seat belts and shoulder harness. If the label is under the adjusting mechanism, the label should be removed or relocated in a manner that does not affect the integrity of the belt material. The date of manufacture should remain visible on the belts at all times.

8.7.3.1. For Division I (LMSC) and II (LS), seat belt restraint systems shall not be used more than (2) years after their date of manufacture.

8.7.3.2. For all other Divisions, seat belt restraint systems shall not be used more than (5) years after their date of manufacture.

- 8.7.4. Drivers shall use the seat belt restraint system at all times on the race track, in accordance with the instructions and/or recommendations of the system supplier and/or manufacturer, as set forth above.

- 8.7.5. It is the driver's responsibility, not the sanctioning body or Track Officials, to ensure that his/her seat belt restraint system and all components are NASCAR-approved, correctly installed, maintained, and properly used.

8.8. Seats

- 8.8.1. Custom-manufactured aluminum seats constructed from solid aluminum sheet materials from the seat bottom to above the driver's shoulders will be permitted if acceptable to Track Officials. Holes and/or other modifications that, in Track Officials' judgment, were made with the intent of weight reduction will not be permitted.

- 8.8.2. All aluminum seats should have padded side protectors and padded aluminum seat leg extensions on the left and right side.

- 8.8.3. A headrest acceptable to Track Officials should be used. All headrests and hard surfaces around the driver's seat should be padded with impact absorbent material.

- 8.8.4. Strap-type headrest supports or nets shall be equipped with a quick release fastener.
- 8.8.5. The upper seat back should be secured to horizontal shoulder bar (#7) or to a bracket that is secured to horizontal shoulder bar (#7) with a minimum of three (3) high-quality bolts. The seat bottom should be secured to the car's structure with a minimum of two (2) high quality bolts per side. When mounting through aluminum seats or brackets, large diameter washers should be used.
- 8.8.6. Seats constructed of multiple materials, including composite materials, may be used if the seat is SFI-approved and acceptable to Track Officials. Unaltered, legible SFI labels must be attached to all such seats.
- 8.9. Steering Wheels
 - 8.9.1. Vehicle steering components must be acceptable to Track Officials and meet the following minimum requirements:
 - 8.9.1.1. Steering wheels must have a minimum of three (3) magnetic steel spokes securely attached to a magnetic steel rim structure.
 - 8.9.1.2. The center top of the steering post must be padded with at least two (2) inches of resilient material acceptable to Track Officials.
 - 8.9.1.3. A quick-release steering wheel coupling with a metal housing, acceptable to Track Officials, must be used. Three magnetic steel bolts must be used to secure the steering wheel to the quick release steering wheel coupling. The steering wheel coupling should meet the SFI 42.1 specification. Spacers between the quick release coupling and the steering wheel will not be permitted.
 - 8.9.1.4. All vehicles must be equipped with a magnetic steel steering shaft. A collapsible steering section in the steering shaft should be used and must be acceptable to Track Officials.
- 8.10. Master Power / Electrical Switches
 - 8.10.1. Electrical switches must be operable and should be located on the dash panel within reach of the Driver.
 - 8.10.2. Cars should be equipped with a labeled, on/off rotary-type master power switch with "on" being in the clockwise direction. The on/off switch must be wired to the battery cable and alternator lead in a manner that would cut off all electrical power in the vehicle.
 - 8.10.3. The master power switch must be located at or on the front of the dash panel near the centerline of the vehicle while remaining within reach of the Driver, when secured by the seat belts in the seat.
- 8.11. Window Nets
 - 8.11.1. A window net meeting the SFI 27.1 specification and displaying a valid SFI 27.1 label should be installed in the driver's side door window opening and

should be positioned to cover the entire window opening. A window net should not be used beyond two (2) years from the date of manufacture.

8.11.2.The window net should be a rib type, made from minimum 3/4 inch, maximum one (1) inch wide material with a one (1) inch square opening between the ribs. The minimum window net size should be 22 inches wide by 16 inches high. The forward edge of the window net, when in the closed position, should be in line or forward of the steering wheel.

8.11.3.All upper and lower window net mounts should be a minimum one-half inch (0.5”) diameter solid magnetic steel rod or a minimum one inch (1”) wide by three-sixteenth inch (0.1875”) thick flat magnetic steel with mounts welded directly to the roll cage. The window net, when in the closed position, should fit tight and be secured with a lever-type quick release latch acceptable to Track Officials. The lever should be secured by a detent ball in the lever and may be supplemented by a Velcro® fastener only; pins or clips should not be permitted. The latch should be mounted at the top in the front to roof bar or at the top of front roll bar leg and release from the inside

9. TIRES

- 9.1. Tires must remain outside and visible to Track Officials.
- 9.2. No substance of any kind can be put on any race tire for any division such as armor-all, tire dressing, tire conditioner or softener, etc.
- 9.3. Tires will be inspected routinely. If found with any substance, tires will be confiscated and a penalty assessed. a fine imposed of \$500 per tire.
- 9.4. All Divisions must start the race on the tires that they qualify on.
- 9.5. In all Divisions, ride heights will be checked with the tire inflated to the manufacturer’s recommended air pressure.
- 9.6. Individual race tire requirements are specified in the Division’s Track Rules.