

2023 Stafford Motor Speedway General Rules

For any technical questions, please read through your divisional rules, plus any applicable NWRS or NWMT rules, then call the speedway office at 860-684-2783 or e-mail tech@staffordspeedway.com.

My Laps America	www.mylaps.com	678-816-4000
Waddell Communications	www.waddellcommunications.com	860-573-8821
Racing Electronics	https://www.racingelectronics.com/	800-272-7111
Hoosier Tire East	www.hoosiertireeast.com	860-646-9646
New England Racing Fuel	www.neracingfuel.com	860-679-5555
Gaston Race Enterprises	www.gre6.com	860-646-1166
Track Frequency Channel #1	SK Modified® & Late Model	464.5000
Track Frequency Channel #15	SKL, LLM, and Street Stock	461.13750

The rules herein shall refer to “Stafford Motor Speedway” as SMS and shall refer to “participant” as any owner, driver, crew member, vendor, or fan. Upon entry into SMS, all participants agree to be knowledgeable and bound by the contents found in these 2023 General rules, the current NASCAR NWRS rules, and any current SMS Divisional rules which may apply to you. These SMS General rules and all SMS Divisional rules supersede and replace any contrary rules as posted by any other sanctioning bodies. These SMS General Rules and all SMS divisional rules may be modified at any time in the interest of safety and competition.

Process for getting approval for any part / component or any modified part / component: Any part, component or equipment that is not contained in the current revision of the 2023 rule book may be reviewed for compliance by submitting a request in writing (email to tech@staffordspeedway.com). Parts, components, or equipment that have not been approved via email are not permitted for use. All of our small business vendors shall submit their parts / components / equipment for approval to tech@staffordspeedway.com. Pictures and part numbers will be required for all parts, components, and equipment. For any questions please email tech@staffordspeedway.com.

Driver Eligibility / Cross-Division Competition: Cross division competition will be permitted upon approval and a maximum of 3 times throughout the 2023 season. All cross competition must be approved by Stafford Motor Speedway. See below matrix for allowed cross competition in 2023.

	Cross Competition				
	SS	LLM	SKL	LM	SK
Full-Time Division					
Street Stock		YES	YES	YES	YES
Limited Late Model	NO		YES	YES	YES
SK Light Modified	NO	YES		YES	YES
Late Model	NO	NO	NO		YES
SK Modified®	NO	NO	NO	YES	

On-Track Safety Guidelines

- Drivers are to stay in their cars until SMS Track Safety arrives at the scene (except in emergency situations). Once the scene has been secured by SMS Track Safety, the driver must exit the car.
 - The driver must get out of the race car if it is getting picked up by a wrecker or flatbed (unless car damage is minimal, to be determined by SMS Track Safety).
 - Before the driver exits the car, please check to see that the car is out of gear so that the Track Crew can tow the car off the racing surface as quickly and efficiently as possible.
 - Upon arrival on scene, Track Safety will assist drivers on exiting the car and escort you to the ambulance or other safety vehicle.
 - Do not cross the racing surface unless being escorted by Track Safety personnel.
 - In emergency situations when you must exit the car quickly, do so and remain on the protected side of the car in regard to oncoming vehicles.
 - Inform the tow truck driver of the pit stall location where your car is to be towed.
 - Under caution all drivers shall be attentive to persons that are on the track involved at accidents scenes, including: other drivers, Ambulance, Fire, Safety, SMS Officials and Tow Truck Operators. All safety personnel and safety vehicles have the right of way at all times. Competitors must stop and allow Track Service vehicles or personnel to do their job.
 - No driver shall exit their car on the racing surface, the infield area, or the Paddock area to confront an individual or a vehicle.
 - Intentional contact with other vehicles is prohibited.
 - Competitors are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver, or crew member) in a manner designed to minimize the risk of injury to themselves and others.
- Disregard for these safety guidelines may result in a penalty and/or fine as determined by SMS Officials.

Contingencies

Contingency Sponsors are a valuable part of the SMS program. Contingency stickers must be displayed for either product or monetary consideration. Each division will be notified as to what stickers are required to be eligible for contingency rewards. In particular, the decals must be mounted on the driver's side of the car in such a manner that they are clearly visible in a photograph. Contingency decals provided by Stafford Speedway may not be altered such that they are not visible in photographs. Contingency decal colors may not be altered. Decals must be visible in photographs. If decals are altered in a way that they are deemed illegible contingency bonus money will not be distributed.

Preface

The SMS General and Divisional rules are designed to provide for the safe and orderly conduct of competitive sports or entertainment events. It is ultimately the obligation of each participant (owner, driver, crew member, employee, vendor, or fan) to ensure that their conduct and/or equipment comply with all applicable SMS rules. No express or implied warranty of safety shall result from publication of, or compliance with, these rules. They are intended as a guide for the

conduct of said SMS events and are in no way a guarantee against injury or death to participants (owner, driver, crew member, vendor or fan).

These rules supersede any similar rules and are in effect for all events unless otherwise posted and/or announced.

Higher Authority

These rules are intended to be the only regulations governing events at SMS. However, should a governmental agency, or any other local, state, or federal body, currently have, or issue in the future, any lawfully instituted standards which are contrary to those found herein, then those standards will prevail. If the SMS rules are found to be in part illegal in the eyes of such a governmental body, then only that area(s) of the SMS rules found to be sub-standard will be void and the rest of the SMS rules will remain in full force and be applicable.

Effective Date

The SMS General Rules and all SMS Divisional Rules are effective upon the date of publication by SMS (either verbally or in print), regardless of when a participant receives actual notice. Date of publication is: verbally during a race event, mailing from the SMS offices, release to the daily or trade press, or uploading/posting on the SMS Website and/or its related social utility media.

Amendment

The SMS General Rules and Divisional Rules may only be amended by the Director of Competition or an authorized Officer of SMS. This amendment may be instructed verbally, and will be posted on the SMS website, www.staffordspeedway.com, and may be sent out via email to all registered teams. An amendment is effective upon the date of publication by SMS, verbally or posted, regardless of when a participant receives actual notice.

Applicability

The SMS rules are applicable to all events at Stafford Motor Speedway, 55 West Street, Stafford Springs, CT 06076, that are under the supervision or promotion of SMS Officials and/or Management. Any events not under SMS supervision may be subject to the rules of the managing entity of that particular event.

Private Property

SMS is private property. Any person on this property without the permission of SMS Owners or Management is guilty of trespass and subject to the penalties prescribed by law. Through your license and registration, you have been given the authority and the right to be on this property, in conjunction with our events. However, the Officials and Management of SMS reserves the right to revoke and cancel this authority at any time that it is felt that your presence or conduct is not in the best interests of the current event or any future events.

Injury Reports

Any participant involved in an accident while on SMS property must report all known injuries to the participating EMS team before leaving the premises (if participant is able to make such a report). The appropriate injury report form must be filled out and returned to the EMS team or SMS Offices.

Ownership of Media Rights

All participants agree that all commercial rights to any and all photographs, video tapes, motion pictures, sound recordings, etc. made of any event at SMS are owned solely by SMS, regardless of what party created such properties. Any sale of such images or recordings, on or off SMS property, is strictly prohibited except by SMS or its officially approved agents. Any such images or recordings created by non-approved agents will be solely for their individual and non-commercial use.

Inspections

Inspection Areas-

Scale area- Crew members or team members are not permitted to be in the scale inspection area. The car and the driver may not be accessed by any team member while in the scale inspection area / line.

Only active crewmembers with a current Stafford Speedway license and/or crewmembers who are authorized by SMS Officials may be admitted to the Tech Center inspection area. The Tech Center inspection area is for active crew members only. Teams must designate 6 people (max) to work in the technical inspection area. SMS reserves the right to further limit the number of team members permitted in the Tech Center inspection area.

Refusal of orders from SMS Officials may result in disciplinary action.

Smoking is not permitted in the Tech Center inspection area.

Car Sealing or Impounding

Refusal of sealing or impounding the car, or any of its components may result in disciplinary action. SMS assumes no responsibility for impounded cars or parts.

Technical Inspection

Your car and all of its parts are subject to a technical or safety inspection at any time. Failure to comply with the inspection request(s) may result in disciplinary action.

Technical Declaration

If an SMS Official determines prior to an event that the car does not meet the applicable specifications and rules, the car may or may not be allowed to compete. SMS Officials will use their discretion based upon safety and competitiveness in their decision.

Technical sanctions may be imposed to any car at any time, at the discretion of SMS Officials.

The decision of SMS Officials is final and non-appealable.

General Pit Area and Race Procedures

Drivers may compete in the LM and SK division during any event. Drivers may cross compete in other divisions as described in matrix above. Cross competition rules apply to all SMS divisions. You must notify the SMS Handicapper of any intent for cross competition.

All decisions made by SMS Officials involving pre-race, race, or post-race procedures are final and non-appealable.

Burn-outs and/or donuts are not allowed at any time on SMS property.

Smoking is not permitted in any buildings on SMS property.

After all events, all cars must use pit road and the access road that leads to the turn one gate to exit the track. Cars (all divisions) may not stop on pit road after their event, they must drive

straight through and in to the Paddock Area. Team members and pit carts may exit the infield via Gate 1, after all the cars have exited pit road.

The pit road speed limit is 25 MPH, the Paddock area and all remaining SMS property speed limit is 10 MPH. This includes race cars, personal cars, and tow vehicles.

Push trucks, tow trucks and vendor vehicles may not be used to transport people or equipment in the pit or paddock area unless authorized to do so by an SMS Official.

Cars that are “double hooked” shall be dropped on the back access road behind turn 2. Wreckers may not bring a car through the paddock area on a “double hook”. It is the competitor’s responsibility to get their car loaded up from that area.

Fuel must be carried in DOT approved containers at all times while on SMS property.

Fuel jugs and/or re-fueling is not permitted on the infield or pit road.

You may not drive in the wrong direction on the racetrack or on pit road for any reason unless directed to do so by an SMS Official.

Towed cars may not be brought to the hot side of pit road, they must be towed behind pit wall to the backside of your pit stall or in the “drop” area on the infield. Vehicles requiring a push may be pushed to the hot side of their pit stall. Cars that are not able to continue must be moved behind pit wall immediately.

You may not pass the Caution Car without being instructed to do so by Race Control.

All teams/ all divisions must monitor Race Control during practice, qualifying and feature events.

All SK Modified® and Late Model participants must have a team member with two way driver communication also monitoring Race Control communication, in the Spotters Box (located in front of the Race Control tower) during qualifying and feature events.

All SK Light, Limited Late Model, and Street Stock participants must have their Raceceivers installed and working at all times.

Cell phones and personal electronic devices are not permitted in race cars at any time.

GoPro/cameras/video recorders must be mounted to the roll cage bars only. Any other mounting must have SMS Officials approval.

Pets/animals of any kind are not permitted in the Paddock, Pit or Infield area.

All teams should have a fully charged minimum 10 pound Class B fire extinguisher in their paddock / pit stall.

Approved pit helmets must be worn anytime a crewmember goes “over the wall” on pit road.

Jackstands must be used under any vehicle that is jacked up and being worked on anywhere on SMS property, except for competition tire changes on pit road.

Race cars are not allowed on the track until the track has opened for official practice, unless receiving approval from Race Control.

No person shall be permitted to ride inside or on the outside of a racecar at any time. Passengers are not permitted at any time

Participants are responsible to collect and contain any fluids that may be drained or leaking from their race cars. SMS will provide a collection container for such fluids, on the North side of the pit concession building.

All foot traffic going to the infield or to Victory Lane shall use the turn one gate (not the Handicapper's gate) and may cross the track only when instructed to do so by the gate-1 SMS Official.

All foot traffic must exit Victory Lane via the flagstand gate into the main grandstand area.

You may not check your car or work on it in Victory Lane.

Nothing may be put in or taken out of the race car while it is in Victory Lane, on its way to the scale inspection area, or on its way to technical inspection.

The top four finishers in each feature event must go over the scales immediately following Victory Lane ceremonies. Pit crews are required to commence tech once the car has been scaled, EIRI.

Drivers are required to leave their firesuits on and zipped up during victory lane ceremonies, autograph sessions, fan interaction sessions and any pre-race or post-race interviews or pictures.

Motorized or non-motorized personal transportation (scooters, bikes, etc) are not permitted in the Grandstand, Paddock, or Infield areas. SMS may grant use of such vehicles for handicapped persons, subject to prior approval and limitations. Please contact the Speedway Office for prior approval.

Courtesy/hardship laps may be granted when the schedule and situation permits it.

SMS Officials will determine whether the damage to a car is sufficient to cause the car to be towed versus pushed from the racing surface. No repair assistance may be given by SMS Officials, track crew, or vendors (except for necessary Welding services).

SMS Officials will determine whether the damage to a car is sufficient to keep it from continuing competition in an event. The decision of SMS Officials is final and non-appealable.

Welding, cutting, or heating of any race car or component must be done through the SMS authorized Welding service (Hamm's Welding and Fabrication).

Alcohol, narcotics, or firearms of any kind are not permitted to be brought onto SMS property. Additionally, alcohol is not permitted in the paddock area.

All trucks, trailers, and cars shall be moved and/or parked as directed by SMS Officials.

Personal vehicles are not permitted in the paddock area or infield.

Motorized (electric or engine) pit or equipment carts are not permitted in the paddock area or infield.

In the event of any postponement of race, any car which took the initial green flag may re-enter the race when re-scheduled regardless of whether it was running at the time of the postponement.

Any driver who, in the opinion of Race Control, cannot perform safely at the front of any line-up will be placed in an appropriate starting spot in the line-up order.

No car may receive any assistance to keep moving on the racetrack after the white flag has been displayed.

Race Control reserves the right to request any car to return to pit road for inspection before continuing in the event.

No changes of driver at any time will be made without advance notification and approval by Race Control. When the race is in progress, driver changes must be made on pit road or behind pit wall. A driver is ineligible to receive points for a race in which they have secured a relief driver for the purpose of enabling the driver to compete in a second race while the first race is still in progress.

Car numbers may not be transferred to another car once qualifying has commenced. Drivers wishing to change cars must move to a qualified car.

On double feature nights, a back-up car may be utilized for the second feature, but the handicapped starting spot must be forfeited.

Any race may be considered complete if we have reached the SMS designated halfway point in laps completed.

Starting Position Determination

All Drivers must sign in with the SMS Handicapper prior to any track time. Drivers who sign in after practice has concluded will be placed to the rear of their qualifying race (EIRI). Cars that attempt to qualify will be started ahead of cars that do not attempt to qualify, regardless of driver changes.

Drivers will be handicapped based upon the three previous race events held. Any driver that misses an event will be credited with one and one half wins for handicapping purposes for that event. Disqualified cars will be given two wins for handicapping purposes for that event. Cars that have been placed to the rear of the finishing order for a race rules infraction will be given a win for handicapping purposes for that event. When a draw system is used for starting position, the driver or his/her assigned representative may draw. When inspections, qualifying races, and/or time trials are held on days prior to the date of the race, SMS Officials reserve the right to seal motors, impound tires and/or impound cars. For some events, a predetermined number of cars (based upon the current order of point standings) may be considered as *pre-qualified*. The driver must be signed in 45 minutes before racing starts to take advantage of being *pre-qualified*. Any exception to this must be pre-approved by Race Control. For a pre-qualified feature event, the highest 18 drivers in the current point standings that are signed in for that event will be considered pre-qualified while the highest 15 drivers in the current point standings will be handicapped and start ahead of the other drivers.

In events that don't include a draw or are pre-qualified, starting lineups for heats will be lined up according to the driver's handicap value from lowest to highest. For feature starting lineups, qualified drivers from the heats will be lined up according to the driver's handicap value from lowest to highest except drivers in the top-18 in the current points standings will start ahead of those drivers not in the top-18.

No current season feature-winning driver may be posted in the feature line up to start higher than fifth position in a feature event. This rule may be amended when necessary. Any driver that has missed more than one of the three previous events may not be moved up in the starting order due to this rule.

Handicap Values (Feature Finishing Position)

1	157143	11	24286	21	14571	31	1
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2	114286	12	22143	22	14143	32	9
3	75000	13	20000	23	13714	33	9
4	57143	14	18571	24	13286	34	9
5	42857	15	17143	25	12857	35	8
6	39286	16	16714	26	12429	36	8
7	35714	17	16286	27	12000	37	7
8	32143	18	15857	28	11571	38	7
9	28571	19	15429	29	11143	39	6
10	26429	20	15000	30	10714	40	6
Did Not Qualify for Feature							3
Did Not Attend Event							2
Disqualification							3
Rules Infraction (Placed to Rear)							1

If a car drops out of the posted starting line-up, the remaining cars will take the correct place from their single file position when they cross over. The entire row will no longer move up.

If we are lined up two by two, ready for a start / restart, and a car drops out or drops to the rear, then we will have the row “move up” rather than re-rack the starting line-up.

All drivers must use their discretion concerning where they restart an event after they have been lapped. Race Control may place non-competitive lapped cars to the rear of the field under caution.

In the SK Modified® and Late Model divisions, all lapped cars will be moved to the rear of all lead lap cars for restarts within ten laps to go. In the SK Light, Limited Late Model and Street Stock divisions, all lapped cars will be moved to the rear of all lead lap cars for restarts within five laps to go. They will be placed as they are being officially scored per position at that time, not necessarily how they are/were relative to each other. Race Control reserves the right to move all lapped cars to the rear of the lead-lap cars during any/all restarts.

A *FREE PASS* rule will be applied in all events, allowing the first car in order that is one or more laps down, to regain one of those laps during each caution period, providing that car is not the source or cause of the caution, and it does not come down pit road prior to receiving the *Free Pass* from Race Control. Race Control will announce the available *Free Pass* recipient during the caution period. That recipient will be instructed when to pull up to the Pace Car, and then instructed when to pass the Pace Car and get their wave around lap. A green flag lap must be completed before another *Free Pass* wave around is available. Race Control reserves the right to notify the *Free Pass* recipient, then advance their lap electronically instead of performing the wave around when deemed necessary. Once you have been notified that you are the *Free Pass* car, you will be eligible to pit during that current caution period. Cars that have been assessed a one-lap penalty for any reason are not eligible to get that penalized lap back via the *Free Pass*. In the SK Modified® and Late Model divisions, there will be no *Free Pass* applied within ten laps to go. In the SK Light, Limited Late Model and Street Stock divisions, there will be no *Free Pass* applied within five laps to go.

Race Start

For qualifying and feature events, all cars must be in their correct starting position by the completion of pace laps (lights out, one to go signal given) in order to start in their designated position. Cars that are not in their designated start position will start at the rear of the field. Cars

that enter the track after the completion of pace laps (doubled up, lights out), may join the rear of the field up until the initial green flag is waved. You will not be allowed out onto the racing surface once the initial green flag is waved. Cars that do not take the initial green flag may not enter the race afterwards. If a car drops out of the race before the completion of the first green flag lap, their finishing position will be determined by their starting position in relation to other drivers that do not complete the first green flag lap. During pace laps and caution laps, if a car does not maintain its designated position in the starting field, Race Control may re-position the car at their discretion. Scoring begins when the initial green flag is waved. Distance begins with the completion of the first green flag lap. Driver changes are permitted after the completion of the first green flag lap only. The points and money will be awarded to the driver that completes the first green flag lap. When the flagman gives the clenched green flag (*one lap to go* signal), cars will line up in columns of two (double file) for all starts and restarts. Single file restarts may be used at the discretion of Race Control.

In all SMS divisions, the leader during all restarts shall have the Lane Choice option to restart in the outside or inside lane. The leader must make his/her commitment known and be in the lane wanted before reaching the start/finish line on the “one to go” lap. Once you have committed to lane choice on a restart, you may not change your choice until we have completed a green flag lap.

Caution / Scoring

All cars that are the reason the yellow had to be waved may be placed at the rear of the field on the restart line-up. Race Control shall place the cars at their discretion. Their judgment is final and non-appealable. Cars not moving to the rear of the field when directed to do so may be penalized. Cars that have caused a yellow flag intentionally may be penalized.

Race Halt

Race Control will determine whether the racetrack is in usable condition for each event. A race may be stopped at the discretion of Race Control if they determine that the track is not fit for racing. SMS Officials will stop the cars (parked on track) for any lengthy yellow flag conditions. You may pit, and/or service your car on pit road during these lengthy yellow flag stops. All cars that come down pit road and/or have service done to them during these yellow flag stops will restart at the rear of the field.

Green Flag (Start of Race)

At the beginning of each race, (initial start), cars must maintain position as designated by the current line-up until the flagman waves the green flag. Cars should maintain their lane until they have crossed the start/finish line. You may not change lanes before the start/finish line unless you are taking evasive action. On restarts, cars must maintain their lanes until the Green Flag is waved (however, “timing” your restart and jumping to the inside of the car in front of you may result in a penalty). For all starts and restarts, all cars must remain in their assigned starting position and in their assigned lane until the green flag is displayed. The flagman will wave the green flag when the leader, P1, “fires” somewhere in the start box (as designated by the lines at the end of turn 4). At no time shall P2 be ahead of P1 as they come through turn 3 and turn 4, up until the green flag is waved. The lead row must maintain pace car speed all the way down the backstretch and through turns three and four prior to the green flag waving. Race Control may use its discretion to modify starts and restarts as deemed necessary.

Blue Flag With Diagonal Yellow Stripe (Passing Flag).

The blue flag with a diagonal yellow stripe signifies that faster traffic is overtaking the cars being signaled. Cars being given this flag must prepare to yield to overtaking traffic by moving to the

bottom of track. You must get your left side tires under the white line in the turns to allow faster cars to pass you when you are given this flag. When two or more cars are competing for track position, and that entire group is given the passing flag, all cars in that group are expected to slow down, get single file, and allow the overtaking traffic to go by, then they may resume racing. Lapped cars that use the passing flag as a tool to pass the cars they are racing with may be penalized.

Yellow Flag (Caution)

The yellow flag signifies caution, and this flag will be given to the first car passing under the flagman immediately following the occurrence of the cause for caution. Under no circumstances will any car in any SMS division race back to the caution flag. The line-up and restart procedure will revert back to the last scored green flag lap. Race Control will determine which lap will be scored, based upon if the balance of the competitive field had crossed the start finish line or not. Race Control will use electronic transponder scoring, in addition to manual hand scoring (as back-up) to determine the position of all cars relative to the last scored lap. That order, along with those cars deemed as the reason(s) for the caution (placed at the rear of the field) will remain single file until receiving the “double up” signal from the flagman. Cars must immediately slow down to a cautious pace on all yellow flags and fall into single file order. The SMS Caution (Pace) Car shall pick up the leader at the exit of pit road (exit of turn two), and no car may pass the Caution Car unless directed to do so by Race Control. The flagman will give the Double Up/one to go signal, typically at the same time, indicating we will go green next time by. Cars returning to the racetrack from the pits while the yellow flag is out must join the rear of the field in the order they came out of the pits, or as directed by Race Control or the Pit Road Official. No pit crews may push, service, or repair any wrecked or damaged car on the racing surface. The car has to be in its designated pit stall, or behind pit wall, before any work may commence. Cars that have pitted for repairs may rejoin the rear of the field at any time. All cars on pit road shall observe and obey the SMS Officials at each end of pit road, each one signifying your ability to enter and exit pit road. Any contact on the track under yellow may be penalized.

Red Flag (Race Stop)

The red flag will be shown when Race Control determines that the track is unsafe or if the deployment of safety vehicles deems it necessary. All cars will safely come to a stop immediately in an orderly fashion. Drivers may only exit their cars under red flag conditions when given permission by an SMS Official. Cars that have stopped on the racing surface or on pit road during a red flag may not be worked on or serviced by anyone. All work on any cars that are on pit road or behind pit wall must stop during red flag periods. Cars returning to the racetrack from the pit area while the red flag is out must wait in their pit stall until the yellow flag is displayed before moving. You may not move your car under a red flag condition unless instructed to do so by an SMS Official.

Black Flag (Report to Infield Immediately)

When you receive the black flag, the flagman will point at your car and wave the black flag and Race Control will call your car number out and tell you to either go to the rear of the field or to report to the infield for consultation. Consequently, your car number will be posted on the pit board in turn one and your pit road Official (for SK and LM) will alert your crew that you are being black flagged. Since all cars are in direct communication from Race Control, you will know immediately when you are given the Black Flag, and your scoring will stop at the completion of the second lap after receiving the Black Flag. It is your responsibility to monitor Race Control to know if you are being black flagged.

White Flag (One Lap to Go)

When the white flag is displayed it means the leader has started their last lap. If, on the white flag lap, the yellow flag is displayed, all cars, regardless of their location on the track, will slow down and maintain position with respect to other cars still racing on the racetrack and will revert back to the last scored green flag lap (EIRI). On the ensuing restart, there will be a green, white, and checker finish (2 complete laps) for feature events (see checkered flag rule). Qualifying races may receive the “yellow-checkered” during this situation, and their race is declared complete, and the official finish will be the running order on the lap before the yellow was displayed, minus any caution involved cars. No car may receive any assistance on the racetrack after the white flag has been displayed.

Checkered Flag (End of Race)

When the checkered flag is displayed it means the race is completed as you cross the start/finish line. The race is not complete until the leader crosses the start/finish line on the last lap. All feature races will end with a green, white, checkered finish (EIRI). When the checkered flag is displayed to the leader, the balance of the field receives the checkered flag in that same lap. Finishing positions will be paid according to most laps traveled in the least time, whether the car is still running or not. The second and third place finishers are required to report to the Victory Lane area after the feature race event.

The top 3 finishing cars must turn left onto the mini mile and pull into Victory Lane with the car facing turns 3&4. Any team that deviates from our standard Victory Lane procedure may be penalized.

All podium cars must pull forward and turn right onto pit road when exiting Victory Lane.

All foot traffic must exit Victory Lane via the flagstand gate into the main grandstand area.

Cars may not receive any service in Victory Lane.

Violations and Disciplinary Action

General Scope of Penalties

Penalties for violation of rules are determined by the gravity of the violation, its effects on fairness of competition, the history of the individual, the orderly conduct of the event, and the interests of SMS.

All Car owners, drivers, pit crew members, fans, employees, and vendors are subject to disciplinary action for misconduct or violation of any SMS rules.

The driver is responsible for the actions of their team members. Disciplinary action may be taken upon the driver for actions of their team members.

Any team member who initiates litigation against Stafford Motor Speedway or any of its affiliates, that team will be suspended from competition throughout the length of said litigation process.

Electronic Scoring

All Cars competing at SMS must have a scoring transponder assigned and attached to your racecar during every event. Transponder information and mounting details are available below. It is your responsibility to keep your transponder working correctly. You may not start an event without a working scoring transponder (EIRI). Transponder scoring will be used to line up cars on all restarts. The final lap finishing positions will be determined by how the cars cross the start finish line, not by transponder scoring.

Transponder Mounting

Transponder mounting brackets must be installed on the inside of the right rear frame rail. The round post of the bracket must be on top and the square tab on the bottom flush with the lower edge of the frame rail. The bracket must be mounted with the centerline of the rear axle rearward to the centerline of the bracket measuring exactly 12” and completely vertical to ground.

My Laps America - www.mylaps.com - 678-816-4000

SMS Championship Points System

Points are calculated based on your finishes in the Feature events. There are no points awarded for qualifying events.

Point total “ties” are broken by the number of wins by each competitor. If still tied after using wins, we will move to 2nd place finishes, then 3rd place finishes, etc.

CHAMPIONSHIP POINTS BREAKDOWN

F I N I S H	1	50	F I N I S H	11	30	F I N I S H	21	10
	2	48		12	28		22	8
	3	46		13	26		23	6
	4	44		14	24		24	4
	5	42		15	22		25	2
	6	40		16	20		26	2
	7	38		17	18		27	2
	8	36		18	16		28	2
	9	34		19	14			
	10	32		20	12			

1 championship point will be awarded to any car that either does not qualify or cannot attempt to qualify as long as that car has signed in and attempted at least one lap in practice.

When a draw system is used for heat starting position, drivers will be lined up by the number drawn from lowest to highest. For feature starting lineups, qualified drivers from the heats will be lined up according to the drivers Draw – Handicap Value from highest to lowest.

Draw – Handicap Values (Used for 1st Event of the Season and any event/division that uses a draw).

Draw – Handicap Values

(Used for 1st Event of the Season and any event/division that uses a draw)

STARTING POSITION

F		1	2	3	4	5	6	7	8	9	10
I	1	100	105	110	115	120	125	130	135	140	145
N	2	91.5	93	98	103	108	113	118	123	128	133
I	3	83	84.5	86	91	96	101	106	111	116	121
S	4	74.5	76	77.5	79	84	89	94	99	104	109

H	5	66	67.5	69	70.5	72	77	82	87	92	97
	6	57.5	59	60.5	62	63.5	65	70	75	80	85
	7	49	50.5	52	53.5	55	56.5	58	63	68	73
	8	40.5	42	43.5	45	46.5	48	49.5	51	56	61
	9	32	33.5	35	36.5	38	39.5	41	42.5	44	49
	10	23.5	25	26.5	28	29.5	31	32.5	34	35.5	37
	11	15	16.5	18	19.5	21	22.5	24	25.5	27	28.5
	12	6.5	8	9.5	11	12.5	14	15.5	17	18.5	20

20D – 17 PERSONAL SAFETY EQUIPMENT

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

It is the responsibility of the driver and all crew members, not Stafford Motor Speedway, to ensure that his/her safety gear and all related components are approved and labeled, correctly installed, maintained, and properly used. Stafford Motor Speedway is not responsible for the effectiveness of any safety gear.

Please consult the current NASCAR Weekly Series Rulebook for the following safety items:

6-3 Personal Safety Equipment Recommendations –

A. General

- 1.** Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an Event. TRACK OFFICIALS, OR THE PROMOTER ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT.
- 2.** Each Competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment.
- 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. It is strongly recommended, however, that each Competitor consider the use of and follow the guidelines regarding such equipment, as set forth in the remainder of this sub-section 6-4.

B. Protective Clothing

IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER, NOT TRACK OFFICIALS OR THE PROMOTER, TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.

DRIVERS – It is highly recommended that every driver wear the following:

(Click to Enlarge)

	Use Recommended	SFI Specification (minimum)	SFI Specification (recommended)	SFI Label Visibly Displayed
Uniform	X	3.2A/5	3.4	Outside Surface of Left Sleeve
Shoes	X	3.3		X
Gloves	X	3.3		X
Head Socks	X	3.3		X
Helmet Skirts	X	3.3		X
Underwear	X		3.3	
Socks	X		3.3	
Full-face Helmet with Face Shield	X See Helmet Recommendations in Rule Book Section 6-3-1A 1.			Helmet Certification Label Affixed To Helmet At All Times

CREW MEMBERS – It is highly recommended that, during race conditions, any crew member who steps into the vehicle servicing area should wear the following:

	Use Recommended	SFI Specification (minimum)	SFI Specification (recommended)	SFI Label Visibly Displayed
Uniform	X	3.2A/1	3.2A/5 or 3.4	Outside Surface of Left Sleeve
Shoes	X	3.3		X
Gloves	X	3.3		X
Head Socks	X			X
Helmet Skirts	X			X
Underwear	X		3.3	
Socks	X		3.3	
Helmet	X Refer to Section 6-3-1A 3. Helmets			Helmet Certification Label Affixed To Helmet At All Times

FUEL HANDLER (CREW MEMBER) – It is highly recommended that, during race conditions, any crew member involved in fueling the vehicle or handling or transporting fuel in the garage or pit area should wear the following:

	Use Recommended	SFI Specification (minimum)	SFI Specification (recommended)	SFI Label Visibly Displayed
One-Piece Uniform	X	3.2A/5	3.4	Outside Surface of Left Sleeve
Shoes	X	3.3		X
Gloves	X	3.3		X
Apron	X	52.1		X
Underwear	X		3.3	
Socks	X		3.3	
Head Socks*	X	3.3		X
Helmet Skirt*	X	3.3		X
Full-face Helmet with Face Shield	X See Helmet Recommendations in Rule Book Section 6-3-1A 4.			Helmet Certification Label Affixed to Helmet At All Times

*Head socks and/or helmet skirt

6-3-1 Recommendations for Helmets / Head and Neck Restraint Devices / Systems –

A. Helmets

1. Drivers should wear a full-face helmet, carrying at least one (1) of the following certifications:

FIA 8860-2010

FIA 8860-2018

Snell SA 2015

Snell SA 2020

SFI 31.1/2005

Helmet certification (label) should be affixed to the helmet at all times.

Helmets should be fitted with the following system:

Eject™ Helmet Removal System

2. 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. Helmet surface protrusions such as visor tear-off posts should be removed.

3. During Race conditions, any crew member who steps into the vehicle servicing area, if any, should wear a helmet.

Helmets should be fitted with the following system:

Eject™ Helmet Removal System

4. During Race conditions, any crew member involved in fueling the vehicle should wear a full-face helmet with a covering face shield and a fire resistant head sock or helmet skirt. It is recommended that the head socks and/or helmet skirts meet the SFI 3.3 specification and must display a valid SFI 3.3 label.

5. IT IS THE RESPONSIBILITY OF THE DRIVER/CREW MEMBER, NOT THE TRACK OFFICIALS OR THE PROMOTER, TO ENSURE THAT HIS/HER HELMET IS APPROVED, CORRECTLY WORN, MAINTAINED, AND PROPERLY USED.

B. Recommendations for Head and Neck Restraint Devices / Systems

1. At all times during an Event (practice, qualifying and competition), drivers should connect their helmet to a NASCAR-accepted head and neck restraint device/system which is SFI-approved and acceptable to Track Officials. The device should meet the SFI 38.1 specification and should display a valid SFI 38.1 label. The head and neck restraint device/system, when connected, should conform to the manufacturers mounting instructions, and it should be configured, maintained and used in accordance with the manufacturer's instructions.

2. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT TRACK OFFICIALS, OR THE PROMOTER, TO ENSURE THAT HIS/HER DEVICE/SYSTEM IS SFI-APPROVED, DISPLAYS A VALID SFI LABEL, IS CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

3. The following are the SFI-approved Head and Neck Restraint Devices/Systems that are currently acceptable:

Device	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 (formerly Hutchens)	Hybrid	Fixed Tethers
Simpson	Hybrid Pro, Carbon	Fixed Tethers

6-3-2 Recommendations for Seat Belts –

A. IT IS THE RESPONSIBILITY OF THE DRIVER, THE TRACK OFFICIALS OR THE PROMOTER, TO ENSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS SHOULD BE SFI 16.5- APPROVED OR 16.6-APPROVED -AND LABELED, CORRECTLY INSTALLED, IN ACCORDANCE WITH MANUFACTURER INSTRUCTIONS MAINTAINED AND PROPERLY USED.

B. Each vehicle should be equipped with an SFI 16.5-approved, minimum 6-point seat belt restraint system and display a valid SFI 16.5 label. It is recommended that a SFI 16.6-approved seat belt restraint system that displays a valid SFI 16.6 label be used. When the 16.6-approved seat belt system is used it should be either a 7 point or 9 point system only. The shoulder harness and lap belt assembly should not be more than three (3) inches (nominal) in width. The shoulder harness should not be less than two (2) inches wide (nominal) as it passes over the head and neck restraint device. The shoulder harness and lap belt assembly must not be more than three (3) inches (nominal) in width. Seat belt restraint systems should have a latching mechanism attached to the lap belt or, if a cam lock latching mechanism with a 5-point belt configuration is used, it should be attached to the lap belt or the shoulder harness. If the cam lock latching mechanism is used with a 6-point belt configuration, then it may be attached to the anti-submarine belt(s). This latching mechanism should provide a common connection and release for the lap belt, shoulder harnesses and the anti-submarine belts, 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 the two (2) following release designs:

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

2. Cam Lock Release: 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.

C. 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:

1. 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. Lap belt mounts should be able to swivel without binding or interference. When the driver is buckled in the seat, the free end of the seat belt webbing should rest in a position clearly aligned over the seat belt webbing entering any adjustment or latch release hardware.

2. On the left lap belt, if a roller adjuster is used, it should have tension springs installed and it should be attached to and be a part of the latch release mechanism directly without any 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 or 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 3-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 clip-on/hook/eyebolt style mounts should not be permitted, only tab style lap belt mounts secured with a nut and bolt should be permitted for aluminum seats.

NASCAR-approved composite material seats should

use the lap belt mounts, which are integral with the seat and should be of the same mount style as approved with the seat, following the manufacturer's instructions.

3. Shoulder belts should mount to horizontal shoulder bar (#7) or shoulder belt bar (#7B) only (as shown in Diagram #2B in the rear pages of the Rule Book). If shoulder belt mounting brackets are used, the shoulder belt mounting brackets should not exceed (3) three inches in length and be a minimum of 1-3/4 inches in width. The shoulder belt mounting brackets should be made of solid magnetic steel with a minimum thickness of 3/16 inch welded to the horizontal shoulder bar (#7) or shoulder belt bar (#7B). The shoulder belt mounting holes should have a minimum edge-to-hole distance of 1/4 inch. If the shoulder belt bar (#7B) is used, and the center-to-center distance from the horizontal shoulder bar (#7) is more than four (4) inches, then the shoulder belts

should mount directly to the shoulder belt bar (#7B) or to tabs welded directly to the shoulder belt bar (#7B). The opening in the seat for this type of belt should be either a single or double open slot with a finished inside edge or a grommet installed. Only individual shoulder harness belts should be permitted. Y-type shoulder harnesses should not be permitted. Wrap-around shoulder harness mounts may be permitted provided the belts do not cross behind the driver and all 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. The seat opening for these crossed shoulder belts should be a single, open slot with a finished inside edge or a grommet where the shoulder belts cross behind the driver. Each shoulder belt using a tab mount should use an individual mounting tab or a steel sleeve welded

through horizontal bar (#7) or shoulder belt bar (#7B) and be secured with a nut and bolt. 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.

4. Anti-submarine belts should be mounted to the seat frame or a steel reinforced seat bottom mount. Either wrap-around or tab-style antisubmarine belt mounts will be permitted on 5-point or 6-point belts and should be installed in accordance with the directions provided by the system supplier and/or manufacturer.

D. 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 may be removed and relocated in a manner that does not affect the integrity of the belt material. The date of manufacture should remain visible on the belt at all times. Seat belt restraint systems should not be used beyond two (2) years after their date of manufacture.

E. The driver should use the seat belt restraint system at all times on the racetrack, in accordance with the instructions and/or recommendations of the system supplier and/or manufacturer, as set forth above.

F. The SFI 16.5-approved, and 16.6-approved seat belt restraint systems will remain acceptable until their expiration date which is two (2) years after the date of manufacture. The seat belt restraint systems should be used as a complete restraint system. Brands should not be mixed.

6-3-3 Recommendations for Seats and Seat Components –

A. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT THE TRACK OFFICIALS OR THE PROMOTER, TO ENSURE THAT HIS/HER SEAT, HEADREST/HEAD SURROUND ASSEMBLY, AND ALL SEAT COMPONENTS ARE CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

B. Each vehicle should be equipped with an SFI 39.1 approved seat and headrest/head surround assembly displaying valid SFI 39.1 labels and be acceptable to Track Officials. Custom-manufactured aluminum seats constructed from solid aluminum sheet material from the seat bottom to above the driver's shoulders, may be permitted if acceptable to Track Officials. Holes and/or other modifications that, in the judgment of Track Officials, were made with the intent of weight reduction should not be permitted. Composite material seats may be permitted. Seats constructed of multiple materials, including composite materials, should be SFI-approved and acceptable to Track Officials.

C. All seat interiors should be lined with inserts and/or padding meeting the SFI 45.2 specification and display a valid SFI 45.2 label. Any additional non-SFI 45.2 insert/padding materials should not exceed a minimum thickness of 1/2 inch. No gaps or non-SFI 45.2 specification material(s) should be present between the seat structure and driver's uniform in the area directly under the driver with the exception of standard seat cover upholstery (1/4 inch thick maximum) or flame retardant knit material. A minimum thickness of 3/4 inches of insert/padding meeting the SFI 45.2 specification should be used in this area directly under the driver. The area directly under the driver extends from the driver's waist (belt line) forward to the front edge of the sub-strap pass through holes or four (4) inches forward of the lap belt mount, whichever is greater, as well as extends five (5) inches to both the left and right of the driver's centerline.

D. The seat and headrest/head surround assembly should be installed in accordance with the directions provided by the system supplier and/or manufacturer. SFI 39.1 seats and headrest/head surround assemblies should not be modified or altered. The back of the seat, at shoulder level, should be positioned as close to the horizontal shoulder bar (#7) as possible.

E. All seats should have padded seat leg extensions on the left and right side. Leg extensions should be securely mounted to the seat and vehicle structure. It is recommended that the padding meet the SFI 45.2 specification and display a valid SFI 45.2 label. Composite material seat leg extensions should meet the SFI 56.1 specification for flammability. All leg extension padding and seat inserts, padding, coverings and/or upholstery should be flame retardant.

F. A headrest/head surround assembly, acceptable to Track Officials, should be used. Headrests/head surround assemblies should be designed to provide rigid support around both sides of the helmet and across the back of the helmet and to the forward most point of the helmet chin bar. Extra length on the head surround should also account for forward head motion during impact. The left side of the headrest/head surround assembly may be shortened to permit egress of the driver but should not be shortened to a location rearward of the helmet chin bar. Foam, tape or other non-original coverings should not be added to the headrest without the approval of the seat manufacturer and should be acceptable to Track Officials. The headrest/head surround assembly should be rigidly bolted to the top of the seat and/or roll cage and should not extend into the window opening beyond the area defined by the upper roll cage using a minimum of

5/16

inch diameter bolts, except for the composite seats. Steel brackets welded to the roll cage should be a minimum 1/8 inch thick and aluminum brackets welded to the headrest/head surround assembly should be a minimum 3/16 inch thick. All bolts should have a minimum of 3/4 inch of metal from the center of the mounting bolt to the edge of the bracket. In addition, it is recommended that the headrest/head surround assembly be bolted to the shoulder supports (if used) with minimum 3/16 inch thick brackets and a minimum 5/16 inch diameter bolts. All headrests should be fabricated in a rigid construction and of materials which provide adequate support in an impact.

G. All headrest/head surround assemblies should be lined with inserts and/or padding meeting the SFI 45.2 specification and display a valid SFI 45.2 label. The headrest/head surround assembly should be padded with flat impact absorbent material, a minimum of four (4) inches thick on the right side and a minimum of 2-1/2 inches thick on the left side, meeting the SFI 45.2 specification.

H. Optional strap-type headrest supports or nets should be equipped with a quick release fastener accessible by the driver.

I. 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, 5/16 inch minimum diameter bolts through the horizontal shoulder bar (#7). For aluminum seats, if a seat bracket is used to attach the seat to the horizontal shoulder bar (#7), the bracket should be constructed using a minimum of 3/16 inch thick metal plate, and it should have a minimum of 3/4 inch of metal from the center of the mounting bolt to the edge of the bracket or the bracket may utilize the composite seat bracket design. For composite seats, the seat bracket should attach the seat to the horizontal shoulder bar (#7) and should be constructed from magnetic steel.

Minimum upper seat bracket thicknesses:

Hendrick: 0.090 inch

Sabelt: 3/16 inch

Sparco: 3/16 inch

The magnetic steel seat bracket to be used with a composite seat should be constructed according to the manufacturer's instructions, including all required gussets and reinforcements. All gussets should be solid and should run from the centerline of the seat mounting hole to the centerline of the roll cage mounting hole. The outer diagonal gusset edge should be straight unless the gusset is relieved to make room for the horizontal shoulder bar (#7). Holes and or other modifications that, in the judgment of Track Officials, were made with the intent of weight reduction should not be permitted.

The seat bracket should be fastened to the seat with a minimum of four (4) high quality 5/16 inch minimum diameter bolts for aluminum seats manufactured with four (4) mounting holes. Aluminum seats manufactured with three (3) mounting holes for the seat bracket should be fastened to the seat bracket with a minimum of three (3), high quality 5/16 inch minimum diameter bolts. Composite seats should be fastened to the seat bracket with a minimum of three (3), high quality 5/16 inch minimum diameter bolts.

J. The seat bottom should be secured to the vehicle(s) frame/roll cage assembly with a tubular seat frame in a symmetrical fashion with a minimum of two (2) high quality 5/16 inch minimum diameter bolts per side. Seat mount brackets or mounting systems welded to the seat frame should be a minimum of 1/4 inch thick. All mounting brackets should have a minimum of 1/2

inch of metal from the center of the mounting bolt to the edge of the bracket. All seat mounting brackets, welded to the frame rail, frame crossmembers, floors, roll bars or removable seat mounting frame assemblies, should be made of a minimum of 1/4 inch magnetic steel if single shear or a minimum of 3/16 inch if double shear configuration is used. If a slotted mount is used to mount the seat to the seat frame, the seat should be bolted to the seat frame bracket using an additional bolt to prevent sliding. Adjustable magnetic steel inserts (slugs) may be used to prevent sliding as an alternative to the slotted type mount with the additional bolt. When mounting through the aluminum seats or brackets large diameter washers should be used.

K. The seat shoulder support angle should not exceed 25 degrees from vertical when measured where the driver's shoulder contacts the seat with the seat installed in the vehicle. Additional angle may be added to the bottom of the shoulder support for driver arm clearance, if necessary. The interior shoulder support surface should be positioned perpendicular to the seat back in a plan view.

L. Rib/chest support structures, if used, should not interfere with the natural ingress and egress of the driver from the seat. Rib/chest support structures, if used, should provide full coverage from the seat back to the front of the driver's chest. Partial rib/chest supports constructed of foam, meeting the SFI 45.2 specification, may be permitted. Rib/chest support structures should not continue forward past the front of the driver's chest and should not curve or wrap around the front of the driver's chest. Rib/chest support foam, meeting the SFI 45.2 specification may curve or wrap around the front of the driver's chest.

6-4 Window Net Recommendations –

A. 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.

B. 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.

C. All upper and lower window net mounts should be a minimum 1/2 inch diameter solid magnetic steel rod or a minimum one (1) inch wide by 3/16 inch 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 (#3) or at the top of front roll bar leg (#2A) near roof bar (#3) and release from the inside.

All safety gear and safety equipment installation must be acceptable to SMS Officials.

All Stafford Motor Speedway SK Modifieds®, Late Models, and SK Lights are required to have the following driver side door bar anti-intrusion plates installed:

A magnetic steel anti-intrusion plate made from a minimum thickness of .080 sheet must be securely welded to the outside of the left side door bars. The anti-intrusion plate(s) must fill the area between the horizontal centerlines of the top and bottom door bars, and vertical centerlines of main roll bar, and the left front roll bar leg. The plate(s) must be formed to match the curvature of the door bars. Individual plates, if used, should be made as large as possible. All

plate(s) must have the corners fastened / welded. To facilitate emergency removal of the left side door bars, the anti-intrusion plate(s) must have six (6), 2-1/8 inch diameter holes cut in the anti-intrusion plate, with three (3) holes forward of the front vertical supports and three (3) holes rearward of the rear vertical supports in the following locations:

The upper two (2) holes must be centered vertically between the left side door bars, at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support.

The middle two (2) holes must be centered vertically between the left side door bars, at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support.

The lower two (2) holes must be centered vertically between the left side door bars, at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support.

Car Appearance

All competitors are expected to field a well maintained and professional appearing car at all times. Divisions with a “Stock” body must retain the stock OEM look, contour, lines, and angles. Regular maintenance of the car’s appearance is expected throughout the season. At their discretion, the SMS Officials may instruct competitors to change or maintain all appearance items during the season. Numbers (approved and registered by SMS) must be at least 18” in height and be placed on both front doors and on the roof, facing the grandstands and the scoring tower. The driver’s name should be on the grandstand side of the roof in approximately 3” tall letters. A 3” tall number must be placed on the top passenger side corner of the windshield and on the passenger side of the taillight panel. The car numbers must be paint or vinyl decals, and they must be in high contrast to the cars paint scheme. Reflective and Chrome type vinyl or paint is not recommended. SMS Officials may use their discretion in requesting color changes due to poor visibility and scoring issues. SMS Officials reserve the right to assign, approve or disapprove of any advertising, sponsorship, or similar agreement in connection with any competitor, car, or event. “Team” cars must be easily distinguishable to SMS Officials. “Team” cars may be required to add distinguishable markings at SMS Officials discretion. All lettering/decals/signs must meet the approval of the SMS Officials.

Owner/Driver/Crew/Team Members are all subject to all applicable rules and agreements found in their corresponding divisional rules and the SMS General rules. Additionally, the drivers are responsible for the actions of all their team owners, pit crew personnel, and associated team members.

Provisional Starting Positions- When applicable, SMS may add two additional starting positions, available to the highest positioned drivers in the current SMS Championship point standings, who have not qualified for the event. For feature event starting position, drivers who have attempted to qualify by running the heats and consolation event(s) will start ahead of drivers who have attempted to qualify but do not run the consolation event(s).

Past Champions Provisional Starting Position- When applicable, one additional starting position is available to the most recent SMS Divisional Champion who has attempted to, but not qualified for, the event. If unused, it will be available to next highest positioned driver in the current SMS Championship point standings, who have not qualified for the event. For feature event starting position, drivers who have attempted to qualify by running the heats and

consolation event(s) will start ahead of drivers who have attempted to qualify but do not run the consolation event(s).

Past SK Light Champion Provisional (SK Feature)

One additional starting spot will be added to the SK Modified® feature for the previous season's SK Light Modified champion who has attempted, but not qualified for that night's SK Modified® event. The SK Light provisional will be available for a maximum of 3 events throughout the race season.

Promoters Option

SMS reserves the right to add competitors to the rear of any starting lineup at their sole discretion. Additionally, SMS reserves the right to add cars to the rear of the starting field of any rescheduled race in which no laps have been completed. These positions will be filled in according to points earned during the current year.

Rookie Status

In order to be granted Rookie consideration, a driver may not have competed in more than five (5) races in your selected (or higher) division at SMS in any previous season and must be approved by SMS Officials. All Rookies shall start behind the other HC qualified cars for their first three events.

All divisional Rookies must have a yellow stripe on their rear bumper during all practice, qualifying and feature events. The yellow stripe must be at least half the length of the rear bumper. In order to be considered for the NAPA and R.A.D. Auto Machine Rookie of the Year (R.O.Y.) Awards, a driver must compete in at least 75% of the feature events during the course of the current season. Rookies may not have another driver qualify a car for them.

R.O.Y. Winner Obligations

The R.O.Y. must attend the Stafford Awards Banquet in order to be eligible to receive the bonus money installments the following season. If the current R.O.Y. as determined from the previous season is not eligible for this award, the award will then be available to the next highest finishing eligible rookie driver in the previous season R.O.Y. points standings.

The current R.O.Y., as determined from the previous season, will be awarded \$100 for each event attended, starting with the first event of the current calendar year and continuing each consecutive event until the total award amount for each division is distributed. To be eligible for the R.O.Y. Award bonus payments, the driver must attempt to qualify and compete in 75% of a division's feature events.

Victory Lane Podium Obligations

The top three feature finishers are required to do a Victory Lane interview, as well as post-race interview in the technical inspection area. Feature winners are required to report to the press box for post-race interviews. Failure to do any of the above will result in a \$100 fine.