



2016 GENERAL RULES

FOREWORD

For 51 years, Elko Speedway has provided highly competitive racing entertainment to Midwestern stock car racing fans. One of the tools we use to keep racing affordable – yet challenging – is the Elko Speedway Rule Book. It contains rules, specifications, and procedures that govern the events at Elko Speedway. The Staff and Management at Elko Speedway wish you a successful, fun, and rewarding year of racing. . . .

THANK YOU!

PREFACE

The rules set forth in this book shall be effective for the Elko Speedway racing season. Management reserves the right to amend, alter, suspend, delete, or supplement these rules as conditions warrant. It is the Racer's responsibility to be aware of changes. Racers are expected to read and understand the Elko Speedway Rule Book. Any questions shall be directed toward Elko Speedway Officials. The purpose of these rules is to provide orderly conduct of racing events and to establish acceptable requirements for such events. Like any other sporting event that depends on fan support, there is a great deal of showmanship and public relations required. The Management at Elko Speedway will strive to start the races on time, while running the events in a professional manner. Brightly painted racecars, proper uniforms and attire, as well as the honorable conduct of competitors, both on and off the track, must be established. Your cooperation is greatly appreciated.

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Elko Speedway Tech Line 612-282-4370 or Office 952-461-7223

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SECTION 1 – GENERAL SPEEDWAY RULES

- A. Elko Speedway reserves the right to determine the intent of all rules, regulations and amendments contained in this rule book.
- B. Elko Speedway reserves the right to make changes, adjustments, and modifications without notice in the interest of safety, better competition, the weather, or other circumstances.
- C. Elko Speedway is private property. Any person(s) on this property without the permission of the Owners or Management are guilty of trespassing and subject to the penalties prescribed by law. Through your registration you are given permission to be on this property in conjunction with your racing activity only. However, Elko Speedway reserves the right to revoke and cancel this permission at any time, for any reason, it is felt that your presence or conduct is not in the best interest of auto racing, your fellow competitors, fans, ownership, management, or employees of Elko Speedway.
- D. No one is permitted to bring any alcoholic beverages on the race track property. All alcoholic beverages must be purchased from the race track.
- E. No one is permitted to sell, distribute, etc., any merchandise, services, fliers, information, etc., on the race track property without the express written permission of Elko Speedway.
- F. Although every effort has been directed toward complete, understandable and correct rules however, Elko Speedway cannot possibly anticipate every situation, circumstance, or interpretation. Any situation not specifically covered herein will be acted upon by Elko Speedway and its decision is final and binding.
- G. Exceptions to the rules and specifications may be made on a temporary basis at the discretion of the Speedway Officials.
- H. **RESERVED PIT STALLS:**
 - 1. Reservation of pit stalls is good for NASCAR All-American Series point's events only.
 - 2. Elko Speedway reserves the right to re-assign pit stalls when circumstances warrant. Pit stalls are non-transferable.
 - 3. Reservation of pit stall does not constitute ownership. Elko Speedway may reassign unused pit stalls at the discretion of management.
 - 4. If you do not have a reserved pit stall, stalls can be rented nightly at the pit sign-in building for \$25.00 per night plus tax. You are not allowed to park on a pit stall if you have not paid the appropriate reservation fee. See the track steward for other areas to park. Traveling divisions are allowed to use open pit stalls when they are visiting.
- I. **RAIN POLICY:**
 - 1. In the event of rain, regardless of where the program has to be stopped, the racing events completed will be paid according to the payoff and points issued accordingly.
 - 2. A single race will be considered complete if more than one-half of the scheduled laps have been completed. Any uncompleted events will not be paid regardless

of whether or not rain checks have been issued to spectators. Pit passes (if rain checks have been issued) will be good towards the next scheduled All-American Series racing event.

3. There is no transferring of pit passes or wristband.

J. PUNCH CARD RAIN POLICY:

1. If rain out occurs after the pit gates are open but before any feature racing events:
 - Rain out provision for all. Bring back your wristband and get in for free for the next similar scheduled event. (For example: if we it rains during the heat races and the program is deemed a rain out – everyone has the rainout provision.)
2. If rain out occurs after any feature events have taken place:
 - Rain out policy is ONLY good for the drivers that the feature events HAVE NOT taken place. Must bring back wristband.
3. No crew member gets a rain out. (no way to tell who crews for what division and this has been abused in the past)
4. Feature events that have taken place – driver's DO NOT get a rain out. (For example – if Power Stocks and Legends have completed their feature event, the Power Stock and Legend driver's do not get back in for free the following race(s).
5. Also per the rule book, if the event is over half complete then it is deemed a complete race event.
6. If a rain out occurs on a double feature night and one set of feature events have taken place but not the second feature:
 - No Rain out policy – deem a complete race event:
 - a. (For Example: if we are in our first late model feature and we have over half the first feature in and there is a rain out, there is no rainout policy for anyone – race is deemed complete)
 - b. (For Example: if we are in our first Big 8 feature, and Late Models and Thunder Cars haven't raced their first feature yet, Late Model and Thunder Car Driver's get the rain out provision – no other classes)
7. If purses are paid that class is not valid for the rainout provision.
 - No rain out on second feature because only one pit fee is charged.
8. If a rain out occurs on a double feature night and some single feature events have taken place:
 - See scenario b
9. If rain out occurs on the last day of racing or use of punch cards:
 - No Rain out policy – have a great winter.

SECTION 2 – CONDUCT AND DISCIPLINARY ACTS

- A. No Guns or Weapons are allowed on the premises.
- B. Responsibilities of the driver and crew are addressed in the NASCAR Rulebook and prevail, if not covered in Elko Speedway's general rules. In case of conflict, Elko Speedway rules take precedence. The NASCAR rulebook may dictate fines and/or penalties for an offense, or any violation of conduct, race procedure, or general rules,

and may be implemented per the NASCAR Rulebook to all participants, (NASCAR members and non-members), at the discretion of Elko Speedway.

- C. At anytime the display of any type of weapon or threat of bodily harm, on or off the racetrack, may result in permanent suspension for the entire racing crew and will result in the arrest of all parties involved. The driver is responsible for the conduct and actions of all people associated with his/her race team (i.e. crew, sponsors, owners, family, and friends).
- D. If at any time Elko Speedway Management deems the conduct of any team member or driver a discredit to Elko Speedway or to themselves, he/she may be removed from all racing activity at the speedway. Any continuing problems from the same individual or "team" may result in permanent suspension.
- E. Professional, courteous conduct is expected from all participants, at all times. Anyone acting in an unsportsmanlike manner may be permanently suspended, put on probation, or fined depending on the seriousness of the incident.
- F. We will not tolerate profanity in front of race fans, profane signs, sexual signs, or anything deemed inappropriate by speedway officials on your car, clothes, etc. Included in this rule, no one (including your associates) is allowed to dispute a decision at the flag stand, with other officials, or the scoring tower. We expect you to look like a professional and act like one. Be clean, uniformed, and respectable.
- G. The only people allowed on the racetrack and by the wall are speedway officials. Everyone else must stay away at all times unless requested to assist by an official.
- H. The driver shall be responsible for himself/herself, his/her crew, associates and anyone in and around the vicinity of his/her car or pit area.
- I. Anyone found guilty of assisting an unauthorized person into the pit area or letting an unauthorized person use their pit pass will be ejected from the property, pending fine and/or suspension.

SECTION 3 – SAFETY AND INCIDENT REPORTING

Racing is an inherently dangerous sport. This applies not only for the driver, but the entire team. If we work together and follow a few of these simple rules, we can reduce the safety hazard. No expressed or implied warranty of safety shall result from the publications of or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, etc.

- A. Each person must follow the sign-in procedure as dictated by pit gate personnel. You must sign a liability release waiver and shall receive a pit pass and/or wristband. The pit pass and or wristband must be displayed so that it is visible at all times.
- B. Each driver must inspect the racing surface and track area to learn of any defects, obstructions, or anything, which in his/her opinion is unsafe. Any unsafe conditions should be reported as soon as possible to the Race Director. Any driver participating in any event is considered to have inspected the track and found all conditions satisfactory.

This further indicates that he/she is aware that auto racing involves risks and he/she assumes these risks with full awareness and knowledge.

- C. Elko Speedway assumes no responsibility for damage to or loss of your equipment, vehicle or any parts. Elko Speedway also assumes no responsibility for any tow vehicles, cars, trucks, equipment, four wheelers, go-carts, mopeds etc., on the grounds at anytime.
- D. When in the pit area, maintain a constant watch for your own protection. If you, a crewmember, or any of your pit personnel are involved in an incident or injured, you must advise a Elko Speedway Official immediately so that necessary reports can be filed. No medical claims will be considered unless reported prior to leaving the speedway property that day. The below must be done before you leave the speedway. If you are unable, your crew must be responsible for this report.
 - Contact the rescue vehicle, safety crew, security, or an Elko Speedway Official.
 - Give a full report.
- E. If involved in an incident on the track, drive to a place of safety in the infield. Following the disablement, you must stay in your car! DO NOT get out and inspect the damages, unless there is a fire, you feel your safety may be compromised, etc.
- F. Pits crews, car owner, family and personnel related to any car are not allowed on the track following an accident or injury, unless requested by an Elko Speedway Official.

SECTION 4 – MINORS IN THE MOTOR PITS (COMPETITORS AND NON COMPETITORS):

NOTE: Any untruths given on form could result in insurance non-coverage

- A. Anyone who wishes to enter the motor pits must be at least 14 years old.
- B. Anyone under the age of 18 must have a completed Elko Speedway Annual Minors Release form signed, witnessed, and on file before entering the motor pits. In the event that the entrant is under 18 or the document is not signed by all parties in front of an Elko Speedway employee, the document must be notarized. Proof of age must be provided, (Drivers license or picture ID). This release is a liability waiver that the minor's parent or guardian must sign, recognizing the danger and risk that could result in injury.
- C. Minors competing in any Division must submit the appropriate forms.
- D. Call or write us and get your release in advance. Release forms may also be found in the Driver Info Section of our website at www.elkospeedway.com.

SECTION 5 – DRIVER ELIGIBILITY, RACE CAR SUBSTITUTIONS, LICENSES AND MEMBERSHIP

- A. A NASCAR license is highly recommended for anyone entering the motor pits for NASCAR sanctioned race events. There are many benefits to NASCAR members. Benefits will be posted concerning NASCAR memberships.

- B. Elko Speedway 10 punch card or hard cards may not be used for special events (i.e., Thunder Car Nationals, Eve of Destructions, Dirt Nationals, Enduros, ASA Midwest Tour, ARCA, etc.)
- C. Divisions that run at Elko Speedway require a minimum of an Elko Speedway driver/car# registration to be filed, including applicable fees, with the Elko Speedway office before being allowed to enter into competition.
- D. Co-Drivers are not allowed. Driver substitutions are not allowed. Any change of Drivers during the race will result in automatic disqualification of both Drivers and loss of prize monies, trophies, points, etc.
- E. A driver is permitted to drive in more than one division/class but must pay multiple pit entry fees.
- F. Race Car substitutions are permitted.
 - 1. If the race car substitution occurs after qualifying, the Driver will start at the rear of the field for the race night. If the race car substitution occurs after the heat races, the Driver will start at the rear of the field for the feature.
 - 2. Substitute race car must be from the same class/division.
 - 3. If the substitute race car comes from another competitor, the points, monies, etc. stay with the respective Drivers from the time of the substitution.
 - 4. If the substitute race car is in a division that has a tire rule, the tires must go with the driver. In other words, the tires must be changed.
 - 5. No substitution of race cars during a race.
- G. All licenses, memberships, registrations and passes are non-transferable.
- H. **NASCAR SANCTIONED DIVISION:** Super Late Models, Big 8, Thunder Cars, Power Stocks, and Hornets.
 - 1. Drivers in NASCAR Divisions are required fill out an Elko Speedway Driver Registration Application and a NASCAR Competition
 - 2. Membership and License Application. You will not begin to receive Elko or NASCAR points until the NASCAR Application has been paid and submitted.
 - 3. Drivers between the ages of 14-20, are required to submit a fully executed NASCAR Addendum "A" and the Elko Speedway Annual Minor Release Form (The NASCAR Addendum "A" can only be acquired thru the Elko Speedway office).
 - 4. As a crew member we recommend that you apply for a NASCAR Competition Membership and License Application. If you are between the ages of 14-20, you are required to fill out the NASCAR Addendum "A" and Elko Speedway Annual Minor Release Form.
- I. **INEX SANCTIONED: LEGEND DIVISION**
 - 1. If you wish to compete as a driver in this division you must have an INEX license.
 - 2. Drivers between the ages of 14-18, are required to submit a fully executed INEX Minor Release form and the Elko Speedway Annual Minor Release Form.
 - 3. You will not receive Elko or INEX points without showing proof of membership.

SECTION 6 - ROOKIE STATUS: See Rookie Registration Form

SECTION 7 – GENERAL RACE CAR RULES – APPLIES TO ALL DIVISIONS

Alternative car/engine combinations may be allowed with a Tech Officials “prior” approval for test purpose, to be run a maximum of 2 events per season. Cars may not be entered in back to back events. No points will be awarded; however, prize money will be awarded.

SAFETY REQUIREMENTS - IT IS THE RESPONSIBILITY OF THE DRIVER - NOT NASCAR, TRACK OFFICIALS OR ELKO SPEEDWAY - TO ENSURE THAT HIS/HER CAR AND ALL COMPONENTS ARE NASCAR-APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED AND IS IN SAFE OPERABLE CONDITION.

- A. Drivers should wear a full face helmet.
- B. NASCAR approved head and neck restraint systems are highly recommended (refer to current NASCAR All-American Series Rule Book for approved helmet and head and neck restraint systems section 20J-17.1 B.).
- C. All Drivers must be protected with a flame-retardant driving suit/jacket, gloves, and shoes at all times when on the track. It is strongly recommended that a fireproof balaclava be worn.
- D. A NASCAR approved window net is mandatory. A seat belt buckle type fastener must be placed on the outer upper left corner of the window. Nets must fall down when released.
- E. Onboard fire extinguisher or fire suppression system, required for all Race Cars.
- F. It is the Driver’s responsibility to obtain a pre-race season minimum equipment sticker. The Driver must make sure this is issued before the car is practiced or entered into competition.
- G. The track management, staff or any employee’s of Elko Speedway will in no way, implied or otherwise be responsible for the safe condition of or construction of any race car or component used in competition or on the track property.
- H. All seats should have padded side protectors and padded aluminum seat leg extensions on the left and right side.
- I. A padded headrest should be used.
- J. All roll bars and other hard surfaces around driver’s seat should be padded with impact absorbent material.
- K. Each car should be equipped with a NASCAR approved seat belt restraint system.
- L. The seat belt restraint system should be installed in accordance with the directions provided by the system supplier and/or manufacturer.
- M. 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.

N. The driver should use the seat belt restraint system at all times on the race track, in accordance with the instructions and/or recommendations of the system supplier and/or manufacturer.

O. Decibel limit for each car is 100DB, measured from the middle of the grandstand.

P. WEIGHT – BALLAST:

1. Weighing of cars: All divisions:
 - Driver must remain sitting upright and still.
 - Steering wheel must be on the steering shaft.
 - Driver's hands must be holding the steering wheel.
 - Helmet must either be on the driver's head or in the drivers lap.
2. All ballast must be mounted to frame structure, not floor pan or firewall. Ballast must meet ground clearance rules.
3. All ballast must be painted white and display car number.
4. No ballast mounted in driver's compartment.
5. Loss of ballast will result in a minimum fine of \$50.00.
6. A minimum of 25 lbs will be added to base weight (all classes) to any car using light weight bolts

Q. FUEL SYSTEM / CARBURETION:

1. All cars competing at Elko Speedway are required to use the track specified fuel only. Details will be posted.
2. Gasoline shall not be blended with any alcohols, ethers, or other oxygenates, aniline or its derivatives, nitrous compounds or nitrogen containing compounds.
3. Fuel samples may be taken by the track officials.
4. Cars must have an in-line fuel shut-off valve at the fuel cell or an Oberg valve and must be mounted within 12 inches fuel line coming out of the fuel cell, clearly labeled and accessible by on-track Officials and Safety Crew.
5. Steel fuel line or equivalent mandatory from fuel cell to engine fuel pump. (Aeroquip fuel line with braided steel outer casing is equivalent type)
6. Fuel cell must have a fuel vent check valve.
7. No fuel lines in driver's compartment and no hidden fuel lines. No additional fuel reservoirs, pressure equalizing systems, or fuel coolers.
8. Stock type fuel pumps only.
9. Double throttle return springs working from two separate directions mandatory.

R. COOLING SYSTEM:

1. No anti-freeze. If found using anti-freeze penalty of \$25 for the first offense and \$100 for the second offense.

S. ELECTRICAL SYSTEM:

1. No onboard computers, data acquiring devices or device related wiring harnesses. No traction control devices.
2. All cars must have ignition master kill switch, either toggle switch or push/pull, marked in red, with white background, within reach of driver, and within reach from the outside of car by the officials or safety crew.

T. APPEARANCE:

1. All cars will be required to be neat in appearance. No abusive, obscene sayings or pictures will be tolerated.
2. All cars must have one 20" number on each door, one 20" roof number (readable from right side of car), and one 4" number on upper right hand corner of windshield. Number decals are acceptable if legible. Cars without numbers or with illegible numbers may be placed at the rear of the field and/or may not be scored.
3. All car decals must follow the general format indicated on the guideline handout that is included with the sticker pack that you receive at the beginning of the season.
4. The space at the top center of the windshield must display the division sponsor decal. All prize money and points will be held by Elko Speedway until the car has met this requirement.

U. TRANSPONDERS:

1. Transponder location measured from the forward-most edge of the front bumper:
 - Super Late Model & Big 8: 13 feet.
 - Thunder Car & Power Stock: 14 feet.
 - Hornets: 12 feet 6 inches.

SECTION 8 – INSPECTION

- A. All cars must be inspected by one of the track officials and be issued a signed and dated inspection sticker prior to first race. This is the sole responsibility of the Driver.
- B. NOTE: The fact that the car was allowed to compete in a previous event or issued an OK TO RACE sticker is no guarantee that the car is legal or safe. In addition, any car which is altered during a race to the extent that the car is made non-conforming, after first being inspected and found to be conforming, will be severely dealt with.
- C. The method and time of inspection (including protests) will be determined by Elko Speedway who may seal, mark, or impound the car or item for inspection purposes.
- D. All weighing and measuring devices used by Elko Speedway Officials are the standards which will determine conformity to the rules of a car or its components.
- E. Elko Speedway is geared toward close competition. Any use of non-conforming equipment in violation of the rules may result in the confiscation/forfeiture of such equipment plus possible fines, loss of prize monies, trophies, points and/or suspension of car and driver. If in doubt about the conformity of any part, please ask before buying it. If the conformity of a part is in question, the burden of proof rests with the driver to provide satisfactory and concrete factual evidence establishing the origin and conformity of the part.
- F. If the Driver, or Owner, of a non-conforming part, refuses the confiscation/forfeiture of said item, the part may remain in their possession, but they will be subject to the following additional penalty: Neither the driver, or car may enter into competition, in any division, for 1 additional completed race event that their division is scheduled in at Elko Speedway.

- G. In order to be as certain as possible in regard to cars, parts, tires, etc. are within the intent of the rule, Elko Speedway may impound anything for hours, or days, to make the best decision based solely on Elko Speedway's benefit.
- H. All cars, except Hornet, must have a 3/4" NPT (or larger) Inspection Hole in the oil pan that will allow a clear view of the crankshaft and a connecting rod. If an Inspection Hole is not provided, the oil pan must be dropped a sufficient distance to provide access for inspection, or the crankshaft/connecting rods will be assumed to be non-conforming.

SECTION 9 – COMPETITOR'S REQUEST TO INSPECT

- A. The driver making the Inspection Request must be competing in the same division on the same night.
- B. Payment must be green cash and must be made within 10 minutes after event.
- C. Inspection Prices – Heads: \$500; Rotating Assembly Components: \$1000; Intake: \$250; Differential/Transmission: \$250; Cubic Inch and Compression Ratio: \$250; Chassis/Body: any disassemble required: \$100.00 and visual only: \$50.00
- D. If Claimee is conforming – Claimee keeps all money. If Claimee is non-conforming, the Claimer gets back 75% of the money and the track keeps 25%. (This is to discourage 'spite claims'.)
- E. Once claim is made, the track may impound the particular component and make sure it is completely conforming. This may be hours, or days, depending on how long it takes to make a correct decision.
- F. Conforming parts will be returned to Claimee. Non-conforming parts may be kept by the track, put on public display and/or destroyed.
- G. If sabotage by Claimee occurs, a \$500 fine will be assessed on the Claimee.
- H. Claimer may only make one claim per event, and only on one component. (i.e. only intake, only heads, etc.)

SECTION 10 – RACE PROCEDURES

- A. Elko Speedway Management and Officials will establish the length, frequency and administration of all events and programs and when their decision is rendered, it is final and binding. This includes the cancellation or stopping of any race/event that is decided to be untimely.
- B. Elko Speedway only wants cars that are here to compete. This means no show-up cars. If Elko Speedway officials determine that a race car is there for car count or start pay only, no pay or points will be awarded and no refunds on entrance, tires or licenses.

- C. The only people allowed on the racetrack and by the wall are speedway officials. Everyone else must stay away at all times unless requested to assist by an official.
- D. Pits crews, car owner, family and personnel related to any car are not allowed on the track following an accident or injury, unless requested by an Elko Speedway Official.
- E. Any competing vehicle whose speed has reduced to a point where it causes a safety problem or retards the track activity will be removed from the racing surface at the option of the Officials. If you do not adhere to the call, you may be disqualified with no points or prize monies.
- F. No driver may get out of his car or stop on the track or infield to argue or discuss the race with any official. If this rule is violated, the driver may be disqualified for the event or suspended according to the decision of the Officials.
- G. A "Gentleman's Tap Out" rule will be used for the 2016 race season in all divisions. If a driver feels they are solely at fault for an incident, they may pull to the bottom of the start/finish line and tap their roof, at that time only that driver will be sent to the tail of the single file line with all others deemed involved awarded their prior position. The driver must "Tap Out" ASAP. If he/she is wrecked and cannot drive the car to the start finish line, the driver must verbally "Tap Out" FACE to FACE with a track official that can radio the scoring tower.
- H. All flags or calls are based on the best judgment of the Official or Officials within the time necessary to make the call. Since some calls are a judgment on the part of the Officials and, although they always try to make the correct decision, sometimes they may make an error. Our racing is hobby racing and let that control the situation, not anyone's temporary emotions.
- I. As a general rule, once the flagman has given the one lap to green signal, the green flag will be displayed the next time around. If the start is not acceptable, the yellow flag will be displayed before one lap is completed, and a complete restart will be done.
- J. If one driver is the cause of two consecutive false starts, that driver will be put to the rear of the field.
- K. Any car not up to race speed or being operated in a manner determined as unsafe or not in the spirit of competition. Can be black flagged at Officials discretion.
- L. The general rule is for the slow cars to stay down low on the track while the faster cars pass on the outside of the track. In rare cases, a car can pass on the inside; however, if that car cannot pass the other cleanly and down one straightaway, he/she should pass on the outside.
- M. Rough driving will not be tolerated, including driving in a reckless manner that causes an accident either directly or indirectly. Any competitor not obeying this rule will be disqualified.
- N. Cars stalling or spinning out on their own, causing a caution flag, will be placed at the rear of the field the first time, and will be disqualified from the event if repeated. Any

competitor intentionally spinning or stalling on the track to cause a caution will be disqualified.

- O. If a driver spins in the infield, he/she can re-enter the race but must do so in a cautious manner and merge into the field in a safe manner, so as not to interfere with the other cars on the track.
- P. Any driver intentionally driving on the track or in the pits in such a manner as to endanger others cars or persons, may be disqualified and/or fined, and also may lose points and money awarded for that event.
- Q. There is a 15 mph, or less, speed limit on driveways and in the pit area. Driveways must be kept clear at all times.
- R. Cautions:

All heat race restarts will be single file only:

1. When the yellow flag and lights are displayed, all cars must hold position and slow to caution speed. Racing back to the line and/or gaining positions under caution will not be tolerated. All cars must get single file and bunch up quickly. Any disputes in track position will be resolved by officials in the tower, or if necessary, revert to the last completed green flag lap as recorded by the transponder system. Any car that was involved in the caution or didn't maintain reasonable speed will need to blend in the back of the field. Rough driving will not be tolerated. Any retaliation will be an automatic black flag for that driver. Any driver getting out of the car during a yellow flag or going to the pits will not be allowed to restart the heat.

Feature race restarts will be lined up double file order:

1. When the yellow flag and lights are displayed, all cars must hold position and slow to caution speed. Racing back to the line and/or gaining positions under caution will not be tolerated. All cars must get single file and bunch up quickly. Any disputes in track position will be resolved by officials in the tower, or if necessary, revert to the last completed green flag lap as recorded by the transponder system. Any car that was involved in the caution, didn't maintain reasonable speed or left the track during the caution will need to blend in the back of the field. Rough driving will not be tolerated. Any action deemed retaliation will be an automatic black flag for that driver.
2. Once the field is in correct running order, the flagman will signal for on lap to go, the leader will go to the outside lane and the remaining of the field will follow into place.
3. After the second caution and/or with less than 5 laps to go all restarts will be single file.
4. In the case where the yellow or red flag is displayed after the white flag has been displayed, but before the race is complete, the race will be relined in single file. There will be a green flag lap, white flag lap, and then checkered flag.
5. In the case where the yellow or red flag is displayed after the checkered flag has been displayed and the leader has crossed the start/finish line the race will be

considered complete. Any cars that have crossed the start finish line will maintain her position in the finish. Cars that did not cross before the caution came out, were not involved in the caution and maintained a cautious speed will be scored according to their last completed green flag lap.

- S. Pit Stops – Pit Stops are not allowed in Heat Races. This applies to all divisions.
1. Officials or anyone on track or infield are not allowed to touch cars, except to connect a car to a tow truck, or to clear the race track.
 2. Pitting on yellow, car must go to rear of field on re-entry. Any driver getting out of the car during a yellow or red flag, unless directed by an official, will restart the race from the rear of the field.
 3. Stop-and-go: Official must be obeyed at all times.
 4. 15 MPH maximum speed in the pits, no matter what.
- T. Cars must be moving and in line when the track is cleared and the pace car is moving. Failure to stay in line behind the pace car could result in a penalty (restart at the end of the field). Consideration will be given to cars who stop to “cool down” or save fuel.

SECTION 11 – RACE FLAGS

A. Green Flag – Start of Race

- All cars must maintain position until the green flag is displayed (Nose to Tail). All starts and restarts will begin immediately when the green flag is displayed. In case of an accident before the first lap is completed, the cars will be lined up two abreast in their original starting position, with the exception of those causing the accident that will be lined up at the rear of the field. If a car attempts to pass on the inside (to the left) before the start/finish line on any start or restart, they will be penalized. The penalty for the infraction will be assessed by the Race Director.

B. Blue Flag with Diagonal Yellow Stripe – Passing Flag

- The blue flag with the diagonal yellow stripe signifies that the fast traffic is overtaking the car being signaled. Cars being given this flag must prepare to yield to overtaking traffic.

C. Green Flag with Two Parallel White Stripes – Lane Choice

- When the green flag with two parallel white stripes is displayed, any driver being challenged must:
 1. Choose a lane either high or low on the racetrack
 2. Must remain in that lane for as long as you are being challenged
 3. Not obeying the lane choice flag may result in penalty and/or possible disqualification

D. Yellow Flag – Caution

- The yellow flag signifies caution and this flag will be given to the first car passing the start/finish line immediately following the occurrence of the cause for the

caution. When 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. In the event a caution car is used, no car may pass the caution car unless directed to do so by an Official in the caution car. Any cars pitting under a yellow flag must fall to the rear of the field when re-entering the track. Any driver getting out of the car during a yellow flag, unless directed by an official, will restart the race from the rear of the field.

E. Red Flag – Race Stop

- The red flag means that the race must be stopped immediately regardless of the position of the cars on the track. Any driver getting out of the car during a red flag, unless directed by an official, will restart the race from the rear of the field. Any car moving during a red flag, unless directed by an official, may be disqualified. Any car leaving the race track during a red flag may be disqualified.

F. Black Flag – Consultation

- Go immediately to the scale area in the motor pits. An Official there will tell you what the problem is. It does not mean automatic disqualification. If you do not obey the black flag, the Director of Competition or Chief Steward, at his discretion, may discontinue scoring the car being displayed the black flag and points and purse will be altered accordingly. If a car is black flagged for leaking fluid or smoking it must be fixed and re-inspected by an official before going back on the track. Failure to be re-inspected could mean disqualification from that and/or all remaining events for that night. If you receive the black flag for a minor infraction such as leaking fluids on the track and/or smoking and you don't return to the race, you will be scored in the position according to the number of laps you have completed for that race. If you receive the black flag for a major infraction, you may be scored last place points and/or last place money or be disqualified. You may also be put on probation, suspended, fined or a combination of the previous mentioned.

G. White Flag – One Lap to Go

- When the white flag is displayed it means the leader has started his/her last lap for the completion of that race. In the case of an accident where the yellow or red flag is displayed after the white flag has been displayed, but before the race is complete, the race will be relined and the event will be restarted with two laps remaining (green flag lap, white flag lap, then checkered flag).

H. Checkered Flag – End of Race

- When a checkered flag is displayed, and the lead car has crossed the start/finish line, it means the race is completed. When the required race distance has been completed by the lead car, the race will be declared "official". The driver receiving the checkered flag first in any feature race must bring his/her car to the starting line or designated area and remain there until released by the Track Official.

I. General Flag Information

- A call for a flag by the Race Director, other than what the flagman might be displaying or what the track lights are displaying, takes precedence over what is being displayed on the track. An example of this would be if there is an accident

and the Race Director calls for a yellow flag (Caution), and the flagman is displaying the checkered flag and the track lights are green, and this happens prior to the lead car crossing the start/finish line. In this case the track would be under caution and the race would be restarted with two (2) laps remaining.

SECTION 12– AUTOMATIC SCORING SYSTEM

- A. Timing and Scoring: Elko Speedway utilizes AMB automatic timing and scoring in ALL divisions. All cars in each division must run a transponder if they wish to participate in an event at Elko Speedway. In the event that all Elko Speedway rental transponders are rented out, some drivers may need to be line scored.
- B. You are responsible for making sure that your transponder is functioning. You can check on the internet at www.mylaps.com under Elko Speedway. We also have mylaps shown on the monitors in the tire building and in the tech garage. Race cars are not allowed to drive through the tech garage for the sole purpose of checking the monitor for their lap time.
- C. If you own an AMB transponder, you will need to register the transponder number with the track when you draw. Transponder numbers are carried over from year to year. We highly recommend you check your number with scoring staff on first practice day. Please notify the Elko Speedway scoring staff of any transponder number changes.
- D. If you do not own an AMB transponder, one may be purchased from Elko Speedway or rented on a nightly basis in the Elko Speedway tire building.
- E. Sharing of transponders between Drivers is not allowed.
- F. All drivers must have a scanner; unless you are in the Super Late Model or Big 8 class your spotter must have a scanner. Elko's receiver default frequency is 454.00 MHz.