



2018 LANCASTER NATIONAL SPEEDWAY STOCK CAR RULEBOOK

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Preface

LANCASTER NATIONAL SPEEDWAY is a non-sanctioned competitive auto-racing venue hosting competitive event(s) intended to be conducted and officiated in accordance with the rules herein (the 2016 Lancaster National Speedway Stock Car Program Rule Book). These rules provide the guideline for all events. The rule book may be amended from time-to-time and special rules may be published and/or adjusted at any particular event with the participants receiving prior notification. By participating in these events, all participants agree to comply with these rules and regulations.

The rules are not intended to express or imply the warranty of safety as a result of publication of, or compliance with the rules and regulations as stated herein. The rules are intended to offer a guideline for the conduct and officiating of an event.

The Lancaster National Speedway Stock Program Director and/or Supervisory Officials shall be empowered to permit any reasonable and/or appropriate amendment from any of the specifications and/or procedures herein, or impose any further restriction that, in their opinion, does not alter minimum acceptable requirements. Revisions to the rules are not intended to express or imply the warranty of safety and shall not result from any such deviation or restriction of the specifications, rules and/or procedures. Any interpretation of, and/or deviation from, these rules herein are left to the discretion of the racing Officials and their jurisdiction is final.

Any visible equipment changes and/or performance enhancing changes to previously approved Lancaster National Speedway racecars and/or equipment must be approved in writing prior to introduction into competition by the Lancaster National Speedway Officials. Lancaster National Speedway reserves the right to immediately determine the legality and use of any equipment which did not received prior written approval for introduction into competition.

It is ultimately the obligation of each participant to ensure their conduct and equipment complies with all of the applicable rules, as they may be amended from time-to-time. The rules are in no way a guarantee against injury and/or death to participants, spectators, Officials and/or others.

Lancaster National Speedway Rules

A) Effective Date – The Rules are effective upon the date of publication by Lancaster National Speedway for any division and/or event, regardless of when a Competitor receives actual notice. “Date of Publication” of the Rules or any amendments thereto is the earliest of distribution from Lancaster National Speedway and/or release to the press.

B) Amendment – Lancaster National Speedway rules may only be amended by publication of an amendment in an issued pursuant to the authority of Lancaster National Speedway Officials. An amendment is effective upon the date of publication, regardless of when a competitor receives the actual notice.

C) Applicability – Lancaster national Speedway issues rules for various divisions, each of which includes in its title reference to that particular division or that type of event. The rules for each division are applicable to the specific division in the title of that Rulebook.

D) Interpretation and Application – If there is a disagreement or dispute regarding the meaning or application of the rules, the interpretation and application of the Officials at the event will prevail.

E) Finality of Interpretation and Application – The interpretation and application of the Rules by Officials at the event shall be final and non-appealable, except as provided in specific section(s) of the rulebook herein. ALL MEMBERS, INCLUDING COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY LANCASTER NATIONAL SPEEDWAY OFFICIALS AS THE APPLICATION AND INTERPRETATION OF THE RULES ARE NON LITIGABLE, AND THEY COVENANT THAT WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST THE LANCASTER NATIONAL SPEEDWAY OR ANYONE ACTING ON BEHALF OF THE LANCASTER NATIONAL SPEEDWAY, TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS, UNLESS THE OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN A BAD FAITH INTENT OR TO HARM OR CAUSE ECONOMIC LOSS TO THE MEMBER, COMPETITOR OR OFFICIAL. IF THE COMPETITOR, MEMBER OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THE COVENANT, THAT MEMBER, COMPETITOR OR OFFICIAL AGREES TO REIMBURSE LANCASTER NATIONAL

SPEEDWAY FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY'S FEES. EACH MEMBER, COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST LANCASTER NATIONAL SPEEDWAY FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAVES THE RIGHT TO TRIAL BY JURY IN SUCH ACTION.

F) Principal Rule of Interpretation and Application – The rules are intended to ensure that sanctioned events are conducted in a matter that is as fair as possible to all competitors, consistent with prompt finality in competition results. On occasion, circumstances will be presented that are either unforeseen and/or otherwise extraordinary, in which strict application of the Lancaster National Speedway rules may not achieve this goal. In such rare circumstances, the Officials, as a particular matter, may make a determination regarding the conduct of an event, the eligibility of a competitor or similar matters that are not contemplated by or are inconsistent with the Lancaster National Speedway rules, in order to achieve this goal. From time-to-time in particular rules, Official Entry Blanks, Bulletins and elsewhere, Lancaster National Speedway may use the term "EIRI" meaning "Except in Rare Instances" to indicate the likelihood that such a determination may be made.

G) Special Rules – Special rules may be made by Lancaster National Speedway Officials for an event. Such special rules shall apply to the conduct of the event if they are published or announced prior to or during the event by means of bulletin, newsletter, telephone, and fax and/or pre-race meeting.

H) ALL DIVISIONS competing at Lancaster National Speedway **MUST** have weight and submitted motor package clearly stated on the right side rear of hood facing outward for tech inspector to clearly see and check as stated in the rulebook.

I) ALL DIVISIONS competing at Lancaster National Speedway **MUST** have and use a one-way radio system worn by the driver at all times unless otherwise stated by bulletin and/or pre-race meeting. The frequency used by Lancaster National Speedway is 454.000.

Definition of Terms

The following terms, which appear periodically throughout this Rulebook, have the following meanings:

A) "Lancaster National Speedway" – The trade name and registered mark of Lancaster National Speedway.

B) "Lancaster National Speedway Rulebook" – The rules in this Rulebook, as they may be amended from time-to-time as explained further in detail below.

C) "Lancaster National Speedway Officials" – Persons employed by Lancaster National Speedway and appointed by Lancaster National Speedway to officiate as an employee or independent contractor at an event.

D) "Lancaster National Speedway Supervisory Officials" – The officers, employees and/or agents of Lancaster National Speedway as designated herein and/or in Lancaster National Speedway bulletin. Lancaster National Speedway may designate additional Supervisory Officials in a bulletin and/or verbally from time-to-time. Lancaster National Speedway Supervisory Officials until further notice are as follows.

For All Events:

Todd Hannon, Stock Car Program Director
Dave Johnson, Head Technical Inspector

E) "Member / Participant" – An individual who has been accepted by Lancaster National Speedway as a member pursuant to the rules, and whose membership has not expired, been suspended, cancelled and/or terminated.

F) "Event" – A competitive Lancaster national Speedway event. The event includes the race and all ancillary activity leading up to and following the conclusion of the event, including registration/sign-in, inspection (pre, and post-race), practice, time trials and/or qualifying and/or participant meetings and it includes events affected by inclement weather and/or postponed dates related thereto.

G) "Promoter" – The individual, partnership, corporation, joint venture and/or other legal entity that, in connection with the Event, is designated as the "Promoter" of the Event.

H) "Competitor" – A driver, car owner, crew member and/or any other person (other than Lancaster National Speedway Officials) who participates competitively in a Lancaster National Speedway racing event. Whenever the words Competitor, driver, car owner, mechanic, team member and/or crew member are used unless

the context indicates otherwise, the term used shall be interpreted to include any driver, car owner, crew member and/or other person assigned to or a member of the same racing team.

I) “OEM” – Original Equipment Manufacturer.

Membership

Conduct/Social Media Policy

Any member who intentionally and/or maliciously disregards, intimidates, manipulates and/or otherwise harass a Lancaster National Speedway official decision electronically, via text messages and/or Social Media postings and/or private messages that degrades the track, management and/or its officials in a derogatory and/or malicious manner will be subject to Team Disqualification and/or fine, suspension, loss of points and/or other action deemed appropriate by Lancaster National Speedway management. There could also be a financial penalty in addition to the loss of points or just a financial penalty, not to exceed \$750.

Any member who utilizes Social Media in a negative manner that generates derogatory and/or negative publicity in regard to Lancaster National Speedway in any manner will be subject to Team Disqualification and/or fine and/or suspension and/or loss of points and/or other action deemed appropriate by LNS management and officials.

Complaints and concerns are to be shared DIRECTLY with management and officials and NOT in a public manner via Social Media avenues.

Membership Eligibility

A) Eligibility – Lancaster national Speedway may, but is not required to accept as a member, any individual or business entity interested in racing so long as the individual entity has properly and truthfully agreed to abide by the rules and paid the required fees for membership as part of Lancaster National Speedway.

a. At any time, once a membership has been approved, the member, by receiving and accepting the membership package, has agreed to remain a member in good standing. Any membership may be terminated involuntarily and/or suspended and/or voluntarily terminated. The membership will also expire each calendar year on the final day of the year – December 31, and it is required to complete the required application for membership acceptance in the new calendar year beginning January 1.

B) Competitive Eligibility – All drivers competing in on-track activity at any event, including but not limited to practice, time trials, qualifying races and/or the race/feature, must sign a participant waiver form at the designated registration area prior to any on-track participation.

C) Minimum Age Requirement – To be considered that any competitor is approved, the applicant must secure, maintain and apply for a Lancaster National Speedway driver's membership and at minimum must;

- a. Be at least 14-years of age to participate.
- b. Complete a resume and enter an “Intent to Compete Application” requesting to compete in the appropriate division and/or event(s), in addition to any additional requirements.
- c. Execute and deliver to Lancaster National Speedway authorizations, releases, applications, consents, waivers, resumes and other documents as may be required from time-to-time.
- d. Be and remain in compliance with the Lancaster National Speedway Substance Abuse Policy.
- e. Following completion of all documentation, waivers, consents, resumes, other documents and/or training modules, a driver must be approved for competition before eligible to participate in any competitive event,
- f. Failure to meet any criteria may result in an indefinite suspension from Lancaster National Speedway.

D) General – All members agree to act in a professional manner as determined by Lancaster National Speedway Officials. The professional manner includes, but is not limited to verbal representation, written representation, social media representation and any representation that may represent Lancaster National Speedway and/or motorsports in general and/or any affiliates.

a. All members, participants and/or competitors will not be permitted to compete and/or participate while under the influence of any alcoholic beverages and/or illegal substances. If a member is found to be participating in such a manner; an immediate suspension of membership will be activated as per the definition of the rules.

b. Any member during an event, competitor, crew chief, car owner, and crew member and/or team representative may be requested to report for consultation with Lancaster National Speedway Officials at a designated location. The request may be communicated over the one-way radio and/or verbally. Failure to comply with the request will be subject to disqualification. Fine and/or any other action deemed appropriate.

E) Parking – As a disciplinary action a driver and/or race team may be parked during and/or after any Lancaster National Speedway event. Parking is a directive from a supervisory official that is a directive to cease competition and may include a directive for the competitor(s) to not participate in an event for a set number of laps and/or complete event(s) and/or future events and/or leave the premises in order to promote the orderly conduct of any Lancaster National Speedway event. This directive will only be given when deemed necessary by supervisory Officials. Parking will not be construed and/or deemed to be a disqualification and/or suspension and/or other penalty as referenced in any other section of this rulebook (herein) and is NOT appealable.

F) Requirements – Banquet attendance is encouraged to receive point fund and/or any bonus post-season awards at the banquet itself, otherwise funds will be distributed at a later date, but no later than Dec. 31.

Substance Abuse Policy/Explanation

A) Lancaster National Speedway will have in place for all participants and/or members at the beginning of each calendar year. The Substance Abuse Policy is an addition to the “reasonable suspicion” policy. Reasonable suspicion will be determined at the discretion of Lancaster National Speedway Officials.

Personal Safety Equipment – ALL CARS, ALL DIVISIONS

General

A) Each competitor is solely responsible of and for the effectiveness and proper installation per the manufacturer’s specifications, of personal safety equipment and determining it to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

B) Different safety regulations may be in place depending on the local and/or state government rules and/or laws and/or regulations in the specific location of the race track. Helmet and seat belt dates and/or specified equipment requirements, worn, utilized and/or otherwise may be different than specified in this rulebook. Contact your local track Officials for more information regarding this.

Seat Belt/Restraint System

A) Each car should be equipped with minimum five (5) point SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacturer). Seat Belt restraint systems shall be installed and used in accordance with manufacturer’s instructions. Two inch (2”) wide belts that meet the SFI 16.5 and/or SFI 16.1 specifications will be permitted.

B) Seat Belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.

C) Rolled and/or deburred and/or flanged edges or anywhere Seat Belt webbing passes through and may come in contact with abrasive edges are recommended.

Protective Clothing

A) All drivers will wear a fire resistant driving uniform meeting minimum of the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.

B) All drivers should wear fire resistant accessories including but not limited to, head sock, under garments and socks. All drivers will be required to wear fire resistant gloves and shoes. Shoes and gloves will be required to meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

Seats

A) Aluminum and/or carbon fiber-type composite seats only will be permitted. If a carbon fiber-type composite seat is used it must meet the SFI 39.2 ratings. Aluminum seats with an FIA and/or SFI 39.2 rating are recommended. All seats must be mounted to the frame as required by the seat and chassis manufacturer. Full containment seat(s) and/or aftermarket bolt on head restraints are highly recommended.

B) All areas surrounding the head should have padding.

C) A right-side head restraint net and/or support is recommended. All head restraint nets should be equipped with quick release mechanisms.

D) The driver's seat must be securely fastened to the frame and/or cage in six (6) positions with a minimum of six (6) 3/8" – inch bolts. There should be a minimum of four (4) bolts on the bottom and two (2) in the back of the seat. All seats must be a minimum of 1/8" – inch magnetic steel plate under and up the back 4" inches and be as wide as the seat. Only single piece high back type seats will be permitted.

Helmets

A) All drivers will be required to wear a full-face helmet with a minimum Snell safety rating of SA 2015 and/or 2010 and/or a valid SFI 31.1, SFI 31.2 and/or SFI 31.1 2000 label.

B) At all times during any event (practice, qualifying and competition) drivers should wear a head and neck restraint system with a valid SFI 38.1 label. The head and neck restraint system must be mounted and connected to the helmet per the helmet manufacturer and head and neck manufacturer instructions.

C) Arm restraints are recommended and must be connected and used as instructed by the manufacturer.

Other General Safety Items

A) Sharp and/or protruding edges in and around the cockpit will not be permitted.

B) A clearly marked electrical engine shut off switch within reach of the driver is mandatory.

C) A clearly marked fuel shut off valve, labeled (On and Off) must be mounted within reach of the driver. It must be labeled with the word(s) "Fuel Shut Off".

D) SFI-approved and labeled seat, roll bar, knee and steering pads and/or padding is recommended.

E) All teams should have a fire extinguisher in the rear of their transporter with the car number clearly visible on the extinguisher. The fire extinguisher must be a minimum of 20lbs. and is recommended to FFF type chemical and/or DuPont FE-36 and/or equivalent.

Racing Event Procedures

The rules as stated herein will cover the rules of the racing event. Rules of the racing event may be altered from time-to-time by Lancaster National Speedway Officials. Racing event procedures and/or racing event rules are final and non-appealable.

Pre-Race Inspection(s)

A) All cars entered and present at any Lancaster National Speedway event that intend to compete in the racing event must pass pre-race inspection prior to any on-track activity. Pre-race inspection may take place in a specified area and/or in regards of space directly at the team's transporter. Refusal to present vehicle or preventing Officials from completing pre-race inspection will result in disqualification from that event and possible penalty and fines.

B) At all Lancaster National Speedway events, only one (1) entry may be presented for pre-race inspection. Multiple cars entered for one (1) driver will not be permitted.

C) Upon your first time competing at Lancaster National Speedway for the current season; you are required to present your car for safety inspection before the vehicle may enter competition. All drivers must have a safety inspection sticker on their vehicle before the first round of practice. There is no exception to this rule.

Driver's Meetings

A) ALL DRIVERS MUST attend the driver's meeting. A roll call/attendance may be taken. **DO NOT BE LATE,**

B) If roll call/attendance is taken and you are not present, you will be required to start last in the heat for the first infraction. For the second infraction, you will line up last in your heat AND behind all qualified cars for the feature. In the event you finish the heat in a qualifying position you will start as the first car out of a qualifying position for the feature.

C) The number of racecars starting each event and the number of laps for each event may be announced at the driver's meeting.

D) Any changes in the basic event night program due to car count, track conditions and/or any other circumstances may be announced at the driver's meeting.

E) Drivers in violation of not attending the driver's meeting may also face a fine, loss of driver's points and/or suspension.

Inspection Procedures/Legality

A) Engine, chassis, suspension, ignition/electrical, tires, fuel and/or sound/mufflers may be inspected at any time.

B) Lancaster National Speedway Officials may at their discretion; inspect any car entered for competition in any racing event at **ANY** time.

C) Lancaster National Speedway Officials may at their discretion, impound a part/component, engine and/or any other components and/or complete car for competitive and /or data analysis.

Post-Race Inspection(s)

A) The top-three finisher's minimum and possibly a random car must stop past the Turn 2 pit gate to have a durometer reading before proceeding to Victory Lane. Everyone is to maintain a steady pace during the cool down lap and **MUST** stay in the racing groove.

B) At the conclusion of Victory Lane, the winner, second, third – and possibly a random selection must report to scales and tech.

C) Failure to report immediately to the scale/technical inspection area after the race is completed may result in disqualification.

D) Lancaster National Speedway Officials at the event shall inform and/or release cars from inspection upon conclusion of inspection. Any car removed prior to the conclusion of inspection may be penalized.

E) Teams in the inspection area are allowed to have a maximum of three (3) people per team for inspection after the car is weighed. This can be the driver and two (2) crew members or if the driver chooses to leave a third crew member may enter to help.

F) Lancaster National Speedway Officials may confiscate and/or impound any part deemed illegal. Parts confiscated and impounded will be securely stored for the remainder of the season and returned to the driver after the last race of the current season.

G) If a vehicle is found illegal; the vehicle along with the driver must prove themselves legal the following event before being allowed to race. Driver must bring vehicle to the technical inspection area before being allowed to practice.

Restrictions

A) Once the racing program with qualifying /heats has begun on any racing event, the changing of any tire on any corner will be governed by the rule specifications set forth herein the Tire Section of each Division rulebook.

B) All work on the racecar, once any race has begun, must be completed in the designated work/pit area unless informed otherwise.

C) All cars will receive only one (1) opportunity to start each race. If a car needs more than one (1) opportunity except for safety reasons during any race, that car must start at the rear of the field in that particular race.

D) Drivers and/or team members will not be permitted to tamper with track racing surface.

E) In the event of a Red Flag, drivers and/or team members are not allowed to work on their racecar while on the track during any race.

F) If your racecar is damaged and a Red Flag occurs on the racetrack, drivers and/or crew members are **NOT** allowed to service the vehicle. This also means do not pull up to the Turn 2 pit gate and wait for an official to open it. All pit entrances and exits must remain clear at all times. Anyone failing to meet these guidelines will be subject to disqualification, fines, and or suspension.

G) If a Red Flag occurs all vehicles must stop safely and quickly in single file wherever you are on the racing surface. No one is allowed to move a vehicle under Red Flag conditions. Failure to adhere to these rules result in being Parked for the remainder of the event.

Entry/Pill Draw

A) An entry fee may be charged by Lancaster National Speedway at selected events. This will be announced prior to the specified event.

B) All drivers and/or teams entered in any event must draw for position for the first three (3) scheduled events of the current season at the designated location. After the first three (3) scheduled events have been completed, the driver will be lined up based off of a handicap system. The drivers and/or teams are responsible for their own pill draw. Only one (1) car may be entered per driver in any event.

C) All pills will be drawn before the driver's meeting in the designated area. Designated areas are usually the registration booth or the pit tower. If a driver and/or team entered at the event does not draw, that team will be placed at the end of the qualifying order for heat line-ups.

Hot Laps/Practice

A) All entered cars will have an opportunity to practice

Qualifying/Time Trials/Heat Races/B-Mains

A) In all events, the driver qualifies. If for any reason a driver and car match-up in any race is separated, then only the driver is considered qualified.

B) If a car/team switches cars for any reason, that car must start at the rear of all races in which that car/team has qualified for on the same day. If for any reason a race must be run on a different day after qualifying is completed; the driver may start the race in the earned qualifying position even if not in the car originally presented for qualifying.

C) In the event of inclement weather, it is at the discretion of the Lancaster National Speedway management and Officials to alter the qualifying process.

D) In the event of inclement weather following the conclusion of qualifying, each driver present will receive show up points.

Heat Races

A) All drivers entered in any event will be scheduled to compete in heat races.

B) The heat race lineups will be determined by either the results of a pill draw or handicap.

C) The number of laps in the heat races will be indicated on the weekly pit notes along with being displayed on the lineup board in the pit area. The number of cars transferring through qualifying position will be based on the amount of cars and heats at any event.

D) All cars that transfer from the heat race(s) MAY be required to report to the technical inspection area immediately following the completion of their heat race to scale the car for minimum weight requirement and frame height. In the event a competitor fails to report to the inspection area following the completion of the event, the driver will be immediately disqualified from that race, unless otherwise directed by Lancaster National Speedway Officials.

E) There will be a redraw for starting position amongst the top finishers in each qualifying/heat race when necessary. If a redraw is to occur it will be announced over the PA along with being announced at the driver's meeting. The number of drivers that participate in the redraw will be determined by the number of heat race(s) run during any given event night and will be announced at the driver's meeting.

F) Any driver transferring from the heat race(s) to the feature race that does not qualify for the redraw will lineup for the feature race based upon the driver's finish in the heat race.

G) Any driver that does not transfer from the heat race(s) to the feature race will be assigned to compete in a 'B'-Main and/or consolation event/race(s).

Backup Cars

A) A backup car may be introduced at any time between qualifying and the start of the feature with permission from Lancaster National Speedway Officials. Such changes will result in the driver starting at the rear of the race the driver has qualified for. If a driver changes cars after practice, that driver will remain in his draw/handicap position for qualifying. If a backup car is introduced; the car must pass pre-race technical inspection prior to any competition. Once a car has been withdrawn from an event, that car will not be allowed to be resubmitted to competition during that event. If a driver starts the race in a backup car and does not start the event from the rear of the field, a penalty will be issued.

Starts

A) If the driver is not present for the initial green flag, that driver's starting position will be forfeited and that driver will start from the tail of the field. If more than one (1) driver is late, the drivers will start at the tail of the feature in the order of their qualified position.

B) The race will begin immediately once the racing surface is clear and the cars are properly aligned in their assigned starting positions. The number of pace laps will be announced over the one-way radio.

C) Any driver, team, and/or car who purposely attempts to hold up the start of any race will be placed at rear of the lineup and could be disqualified from the event, suspended and/or fined at the discretion of the Lancaster National Speedway Officials. Any car that needs to be push started must start at the rear of the field unless the cause is due to current on track situations.

D) Once the allotted time allowed for being on the track, ready to race has expired; any late car will be penalized. Any car that starts after the field has started assembling must start at the rear of the field. This rule may be adjusted from time-to-time "EIRI" at the discretion of the Lancaster National Speedway Race Director.

E) All double-file starts/restarts will take place at a consistent speed with cars side-by-side in rows of two throughout the field. Consistent speed will be at the discretion of Lancaster National Speedway Race Director. The initial start will take place at a designated area that will be identified at the driver's meeting and on the one-way radio. Any car out of line and/or passing before this point will be penalized. There is NO passing until after your car has passed the start finish line. If an offending car is located on the last row of the starting grid, then the car is allowed to restart but will be penalized two (2) positions from its finishing position. If the same car commits a second offense; it may be disqualified from the racing event.

F) In the event the race is not properly started by the two (2) front row cars, the responsible car(s) will be moved to the second row. Failure to acknowledge and comply with the "move back" signal will result in instant disqualification from the racing event. The front row has one (1) time to get the start correct. If it happens a second time then the "move back" command will be given via the one-way radio system.

G) The field may accelerate when the green flag is displayed, but the leader is the control car and must fire first. Any passing before the green flag is displayed and/or the start finish line will not be permitted. Only the leader has the choice to start on the inside or the outside of the front row.

H) Alternate starters for any race will not be permitted to start any race after the original start has taken place.

I) If only one (1) car is involved in a caution on the original start or before one (1) lap is completed, the car and/or car(s) that brought out the caution will lineup at the rear of the field and the race will have a complete restart for the remainder of the field.

J) One (1) complete lap must be completed before the race is restarted using a restart lineup.

K) In the event that car(s) move to the back of the field, cars move forward by row and do NOT 'cross-over' to fill in the original starting lineup.

Restarts

A) All restarts will be double-file after the completion of the first lap of competition in any race. The leader on all double-file restarts will have the choice to start on the inside or outside of the front row. For all restarts, lead lap cars will move to the front with lap down cars moving to the tail end of the field.

B) All restarts will take place with the lead cars moved to the front of the field. Lapped cars will pull to the inside and fall in behind the last cars on the lead lap in their running order.

C) The restart area will be designated at the driver's meeting and/or one-way radio.

D) All restarts will take place at a consistent speed. Consistent speed will be at the discretion of the Lancaster National Speedway Race Director.

E) Passing may begin once the leader accelerates and passes the designated restart point, the green flag has been displayed and you have passed the start finish line.

F) If a car passes to the left of the designated restart point and/or passes another car before reaching the designated restart point and/or start finish line and/or is not in proper nose-to-tail alignment and/or is guilty of an excessive gap between cars, then that driver will be penalized. If there are multiple violations, the car may be disqualified from the event. If the restart is not called back, the penalty will be given either at the next caution flag or at the conclusion of the race.

G) If the leader is unable to properly restart the race after the one (1) attempt, the leader will be penalized two (2) positions.

H) When an infraction occurs on a restart, Lancaster National Speedway Officials shall exercise their discretion and allow the race to continue, not calling for another restart, and then penalize the offending car(s) under the yellow flag conditions or at the conclusion of the race. The offending car(s) will be penalized.

I) Any cars that require a push start during a caution period, will be considered involved in the incident which brought out the yellow flag and that car will have to restart at the rear of the field.

J) Any cars that stop on the racing surface, unless ordered by a track official, and/or in the pit/designated work area, during a caution period will be required to restart from the rear of the field.

K) Any cars that are involved in a red flag situation will be required to restart at the rear of the field, including cars that go to the pits during a red flag situation.

L) Any car that stops because the red flag is displayed will be permitted one (1) opportunity at a push start provided the car was not involved in the incident. If the car does not start, it will be pushed to the pit/designated work area and once restarted must join the rear of the field.

M) Any car that stops because of a blocked track, at the discretion of the Lancaster National Speedway Officials, will not be considered involved in the red or yellow flag.

N) Any car that is black flagged for consultation during a caution period will retain its position only if the Lancaster National Speedway Officials deem the car 'clear' and permit it to return directly to competition without adjustment.

Racing

- A)** Any car that does not race on the designated racing surface in order to better its position will be black flagged and/or penalized at the discretion of the Lancaster National Speedway Officials.
- B)** Prior to the start of the feature race, on-track, inside/outside the car introductions may be scheduled. In the event of inclement weather and or time constraints, the Lancaster National Speedway Race Director may change this.
- C)** A pace car will be utilized to face the field prior to the start of the event and on all restarts. Passing the pace car, unless otherwise instructed to do so by the Lancaster National Speedway Race Director, will not be permitted.
- D)** Any car that spins during green flag racing conditions and is involved in an incident and/or has a problem, but does not bring out the yellow flag and/or create a caution period, will blend back into the field where the driver is able to do so. If there is a caution period, the Lancaster National Speedway Officials will determine the placement of the car(s) involved. The placement of the car will be at the rear of the field.
- E)** Any driver who exits his racing vehicle stopped on the racing surface and aggressively approaches another car still in motion, approaches another vehicle involved in the incident or throws any object at a race car, **will automatically be suspended for the FOLLOWING two (2) weeks.** This is non-negotiable and not appealable.
- F)** At the discretion of the Lancaster National Speedway Race Director, any car involved in two (2) single car spins that are unaided may be disqualified from the event. If the car spins unaided for a third time, it will result in automatic disqualification from the event.
- G)** At the discretion of the Lancaster National Speedway Race Director, any car that intentionally brings out a caution period may be penalized and/or disqualified from the event.
- H)** All races must be completed in a "green-white-checker" finish. Any race may be extended past its advertised distance with a "green-white-checker" finish. This means if the yellow flag is displayed or caution lights illuminated prior to the leader receiving the checkered flag, that race will be restarted and run for two-consecutive laps before completion.
- I)** If a race is red flagged because of weather conditions and cars are sent to the pits, then any and all work is permitted.
- J)** Cars that pit during the course of a race for service and/or repair may re-enter the race under green flag conditions once released and instructed to do so by Lancaster National Speedway Officials. Any driver who disobeys and/or ignores a Lancaster National Speedway Officials signals or commands will be subject to disqualification from the event.
- K)** Hand signals, colored gloves and pit boards will be permitted during the event for the sole purpose of communicating with drivers. Flashlight and/or two-way radio communication with drivers will not be permitted.

General Racing Equipment and/or Requirements

- A)** Two-way radios will be permitted at specified events for specified divisions, including events that have and/or may include a pitstop(s), whether required or mandatory. Notification will be given ahead of time when allowed.
- B)** **ALL competitors in all Lancaster National Speedway divisions are required to have, in working condition at all times, an approved (Raceceiver and/or Racing Electronics and/or any capable) one-way radio system to aid in line ups and/or the use of race control to manage the racing event. Failure to abide by this may subject you to disqualification and/or penalties and/or suspension.**

Flag Rules/Officials Signals

- A) Green Flag;**
- When the starter displays the green flag, the track is open for racing.
 - The green flag signifies the start/restart of any race and/or time trial run.
 - Passing will not be permitted before the green flag is displayed at the designated point and start finish line.
- B) Yellow Flag;**

- a) When the yellow flag is displayed and/or yellow caution lights come are illuminated, this signifies a caution period.
- b) When the yellow flag is displayed and/or caution lights illuminated, passing will not be permitted unless instructed to do so by Lancaster National Speedway Officials.
- c) When the yellow flag is displayed and/or caution lights illuminated, all cars are to get into single file formation and listen for lineup instructions via the one-way radio. Do not "challenge" a spot.

C) Red Flag;

- a) When the red flag is displayed all cars on the racing surface and in the pit areas must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident.
- b) At the discretion of the Lancaster National Speedway Race Director, a work area may be designated on the racing surface. All cars will be moved to the designated work area on the racing surface before work begins.
- c) During any red flag situation, all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by the Lancaster National Speedway race Director via one-way radio.
- d) If any car enters and/or moves during a red flag period, including entering the pit and/or designated work area, the car will be penalized a minimum of one (1) lap and will restart the race at the rear of the field.
- e) If the race is red flagged due to inclement weather conditions, work and tire changes will be permitted as specified in individual division rulebooks.
- f) If the race is "called" due to inclement weather conditions and/or any other circumstances, any car that enters the pit/work area prior to the end of the event will be scored at the rear of the field.
- g) During any red flag, once the field is stopped, the Race Director may offer the opportunity for any car to pit by signaling to do so with instruction over the one-way radio. Any car that pits for service during the red flag period will surrender it's running position and have to restart at the rear of the field. Also, and/or if the race is cancelled due to inclement weather, the car will be scored those cars which did not pit.
- h) No work is to be completed on your car during a red flag period unless otherwise instructed via Lancaster National Speedway Officials. A car may be observed and crew may setup during the red flag period but cannot touch the vehicle until the red flag period has been lifted. Any driver, team and/or crew member(s) touching the vehicle during a red flag period will automatically be penalized one (1) lap and will restart at the rear of the field.

D) Black Flag;

- a) If the black flag is displayed, then the driver the flag is being displayed toward must bring their car to designated pit/work area immediately for consultation. The car will not be scored after three (3) consecutive laps from the point that the black flag originally had been displayed.
- b) In the event the black flag is displayed toward a car during a caution period and the car is cleared by Lancaster National Speedway Officials, the car will maintain and/or return to its position in the running order of the race as instructed to do so by the Officials.

E) White Flag;

- a) When the white flag is displayed this signifies to leader of the race, and/or the car qualifying, the last lap of that event has started.

F) Checkered Flag;

- a) The checkered flag signifies the completion of the event. All cars must pass underneath the checkered flag to be scored correctly on the final lap of the event.
- b) Any race and/or qualifying attempt is not completed until the checkered flag is displayed or otherwise stated by Lancaster National Speedway Officials.

G) Officials Signals;

- a) All drivers must obey signals, communications, blackboard(s) and/or any other Officials communications that assist in the direction and facilitation of creating proper lineups and/or the process of completing the event.

Scoring Procedures

- A)** All races are scored at the designated start/finish line.
- B)** The original starting lineup will be posted by Lancaster Nationals Speedway Officials after the completion of all qualifying events.
- C)** The restart lineups will be derived from the official scorer's lap and line scored sheets. **In the event that there is a discrepancy in scoring to reset any lineup position, scoring will revert to the last completed green flag lap to derive the lineup.**
- D)** After the first completed green flag lap, when the caution is displayed, all cars that were scored under green flag conditions will hold that scored position with all other cars lining up according to their last completed green flag scored lap. This partial lap will count toward the event's total number of laps. Racing back to the start/finish line

will not be permitted and in the event that there is an on-track scoring dispute, the chief scorer will refer to the last completed green flag lap to resolve the dispute. The Lancaster National Speedway Race Director will determine whether a lap is scored or not scored based on where and when the caution flag and/or caution lights illuminated are displayed.

E) A lap will not be scored on the original start and/or any restart unless all cars complete the lap by passing through the start/finish line except for the cars involved in the incident.

F) In the event the caution and/or red flag is displayed with the checkered flag simultaneously, that race is completed. The cars not crossing the finish line will be scored according to their last completed green flag lap.

G) In the event of inclement weather and/or unforeseen circumstances, a race may be called complete short of its entire distance, once it has reached half of the scheduled distance. The race at that point will be scored by the restart lineup.

H) In the event of unforeseen circumstances, the specified laps of any race may change from the original posted number of laps.

Handicapping

A) The number of cars to be qualified will be decided by the Lancaster National Speedway Race Director and announced before the first heat race of each night.

B) A driver may attempt to qualify only once during qualifying heats. Any driver may attempt to qualify a second car during the consolation events.

C) A Driver must drive the last car that the driver qualified in the feature. The car(s), even if qualified are not eligible for competition. In the event a driver qualifies a car and the car must be scratched, a driver switch to a back-up car but must start from the rear of the field.

D) In the event of twin features, a driver may use one car in the first feature and may use a different car in the next feature but must start the second feature at the rear of the field if the driver switches cars.

E) **It is the responsibility of the driver to report driver changes to Lancaster National Speedway Officials. In the event a driver change is not reported to Lancaster National Speedway Officials and later discovered, that car, driver, and all teams involved will be disqualified from that event.**

F) Drivers that change cars must start the feature from the rear of the field. Failure to do so, will result in a penalty and/or disqualification and/or not being scored in the race.

G) The driver must have a current license/track membership for each division and/or purchase a single-event license in order to compete at Lancaster National Speedway.

H) Points are official when posted on the pit board. If there is a mistake, the owner and/or driver has three (3) days from the posting to protest.

Payoff

A) All paid purses, appearance money and or other awards and/or funds as outlined in the promoter's contract shall be paid to the car owner and/or designated owner's representative.

Provisional and Alternate Starting Positions

A) If a provisional is permitted in the feature event, the car(s) will earn full Lancaster National Speedway points.

B) Any provisional starters will fall in line at the rear of the feature.

C) In the event that a car qualified for the feature is unable to present itself not later than the final pace lap prior to the green flag, the first non-qualified car MAY be taken as the alternate for the feature event. The original qualified car will not receive points for the feature race. If a qualified car takes the initial green flag and then falls out of the race. No alternate will be taken and that car will receive only last place points for the feature.

Racing Programs Special Event Shows

A) There may be special event shows during the year that do not follow the standard Lancaster National Speedway racing formats. When such events occur, all teams will be informed of specific program and/or procedural changes for that particular event. All racing programs are subject to change and any such changes will be explained at the driver's meeting.

B) All cars entered in a sanctioned event must have the Lancaster National Speedway decals and contingency program decals displayed in a visible area on both sides of the car or wherever instructed to place.

C) From time-to-time mandatory autograph sessions will be scheduled. Drivers will be notified of attendance and location at selected events.

D) The top five (5) drivers in the Lancaster National Speedway Championship Point Standings entering the event may be required to be present for the autograph session.

Points Breakdown

Regular Weekly			
1)	60	2)	56
3)	52	4)	50
5)	48	6)	46
7)	44	8)	42
9)	40	10)	38
11)	36	12)	34
13)	32	14)	30
15)	28	16)	27
17)	26	18)	25
19)	24	20)	23
21)	22	22)	21
23)	20	24)	20
25)	20	26)	20
27)	20	28)	20

Laps Lead

Most Laps	5
One Lap	3

Heats

First	5
Second	3
Third	1

A) 10 (show-up) points will be awarded to all members in good standing, who attempt to qualify a car, but fail's to qualify for the feature event.

B) If a race is cancelled and rescheduled and a member in good standing is unable to return due to extenuating circumstances, then that member may be awarded show-up points if they were present and prepared to race on the original date.

C) If a race is cancelled after time trials and/or heat races have been completed because of inclement weather, show-up points along with appropriate heat race points will be awarded to each driver in attendance.

D) In the event that a tie should occur in the final Championship Point Standings at the end of the season, the tie will be broken by referencing and ranking the tied competitors by the greatest number of feature first (1st) place finishes. If the tie still exists; then the tie will be broken by the greatest number of feature second (2nd) place, third (3rd) place, etc... finishes until the tie is broken.

Penalties, Fine Schedule and Protests

A) The Lancaster National Speedway conducts itself as a top family entertainment and premier motorsports facility. It expects its members to conduct themselves in a professional manner at all times during any event and/or when representing the series. **Car Owners, Drivers and Crew Chiefs are responsible for the conduct of their team members and/or anyone connected to or affiliated with that owner's team, in addition to being responsible for all infractions, technical and/or non-technical in nature. In the event that a penalty is issued, only active Lancaster National Speedway Members in good standing, have the right to an appeal, if the penalty is appealable.** All fines that are listed in sub-section 11.1 are in regard to the initial penalty. Multiple infractions of the same type will increase the severity of the penalty.

Penalties and Fine Schedules

A) All fines may be collected from prize money on the day of the infraction. If the competitor has not won appropriate money, the fine must be paid in full before the car and/or driver participates in another Lancaster National Speedway sanctioned event.

B) Any member that attempts to and/or does physically abuse any event official, including pushing, punching, touching, grabbing and/or grabbing the official's equipment, etc, will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$50; Maximum = \$5,000.

C) Any member that verbally abuses any event official will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$50; Maximum = \$500.

D) Any member that attempts to push and/or start their racecar off from the wrong area and/or does not stop in the designated area as to cause undue confusion and/or delay will be subject to fine and/or suspension and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$50; Maximum = \$500.

E) Any member who fails to stop for and/or allow post-race inspection will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$50; Maximum = \$500.

F) Any member that attempts to and/or passes the pace vehicle (unless instructed to do so) will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Maximum = \$100.

G) Any member that attempts to drive roughly and/or bumps another competitor unnecessarily will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$50; Maximum = \$5,000.

H) Any member that attempts to use illegal fuel will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$100; Maximum = \$5,000.

I) Any member that violates any technical rule as presented within the rulebook and/or issued in a written bulletin will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$50.

The penalty schedule for any violations “technical” in nature will be as follows;

a) Any weight violation that occurs following timed hot laps, time trials and/or a qualifying event will eliminate any qualifying result for the violation, with the competitor required to forfeit their qualifying position and start last in the next race. If the next race is the feature, the competitor may use a provisional to the feature race, only if eligible for a provisional starting position. In the event the competitor is not eligible for a provisional, the competitor will not be permitted to start the race.

b) For any other violation that is “technical” in nature, the penalty that is issued will be based solely at the discretion of Lancaster National Speedway Officials, based on the severity, nature and intent of the violation.

c) For any violation in which a competitor is found to be using an electronic and/or data recording device and/or telemetry and/or device that indicates any form of traction control an immediate indefinite suspension and/or loss of points and/or loss of purse and prize money awarded based solely at the discretion of Lancaster National Speedway officials based on the severity, nature and intent of the violation.

d) Any member that attempts and/or is found to be using tires that are found to be illegal in any manner will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. The minimum penalty for any (chemically) altered tire will be as follows; disqualification from the event, a fine of the cost of chemical analysis for all teams/tires sent to be tested and/or a fine of all earned championship points, loss of all earned purse and/or reward money from the event, a fine equal to and/or more than the purse money rewarded for the event and/or a minimum suspension up to six (6) months in duration.

e) Any member that attempts to, or uses an illegal motor will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = %500; Maximum = \$5,000.

f) Any member that fails to stop for a red flag or drives through the incident area will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$50; Maximum = \$500.

g) Any member who enters into another competitors pit area or to another competitors car and becomes involved in any type of altercation will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$50; Maximum = \$5,000.

h) Any member involved in an altercation that results in physical contact will be subject to immediate disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$50; Maximum = \$5,000.

i) Any member who drives a racecar in an area that is closed to racecar traffic or drives through the pit area at excessive speed with either a racecar, scooter, 4-wheeler, etc, will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$50; Maximum = \$5,000.

j) Any team member who goes out onto the racing surface without permission under a controlled period will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$50; Maximum = \$500.

k) Any member who ignores a flag or official signal will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$50; Maximum = \$500.

l) Any member who is found to be in violation of the substance abuse policy at any event will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Maximum = \$10,000.

m) Any member who drives or causes to be driven a racecar, pit mule, ATV, 4-wheeler, personal vehicle, transporter, etc in a dangerous and aggressive manner in any area will be subject to team disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by Lancaster National Speedway Officials and/or Lancaster National Speedway. Minimum = \$100.

Protests

A) All protests must be turned into the Lancaster National Speedway Race Director in writing within ten (10) minutes of the checkered flag and/or conclusion of the race.

B) The protest fee must be paid at the time the written protest is turned in.

C) Only the car owner, the driver and/or the designated team representative of the car owner may turn in an official protest.

D) The protester must be a licensed Lancaster National Speedway member in good standing.

E) The protester must also present their car in the technical inspection area to be deemed legal of the part(s) being protested.

F) Any refusal of inspection and/or non-compliance by either team during an official protest will result in the disqualification of their respective team car and the prescribed penalties.

G) If the car protested is found legal, the protesting fees will be released to the protested team less the protest filing fee.

H) If the car protested is found to be illegal, the protesting fees will be returned to the team filing the protest less the protest filing fee.

I) Any altercation relating to the incident with Officials and/or any other racing participants by the team filing the protest will nullify the objection.

J) PROTESTING FEES: (Figures in parentheses are filing fees): Motor tear down involving cylinder head removal and inspection and cylinders inspected; \$750 (\$75). Transmission check involving the removal of transmission for inspection and/or other testing; \$600 (\$60). Fuel test including chemical analysis and all other technical protests; \$500 (\$50). General visual protest, this includes anything that can be seen visually with very little to no work; \$250 (\$25).

K) The Lancaster national Speedway Officials reserve the right to for a legality test at any time (sealed motor and/or otherwise). If through testing procedures a car is found to be illegal, responsibility for proving otherwise is solely with the team that was checked. There will be no exchange of money for tests asked for by Lancaster National Speedway Officials when a formal protest is not turned in.

L) The Lancaster National Speedway Officials reserve the right to accept or deny any protest based on their sole discretion. "Grudge" protests and/or any protest that are not in the spirit of good standing will be denied.

