



## **OLD DOMINION SPEEDWAY GENERAL RULES ALL DIVISIONS RULES AND REGULATIONS**

### **CHECK-IN TRAILER AND MAIN GATES OPEN AT 11:00 AM**

All competitors must sign-in at the check-in trailer and obtain a wristband for the day's event before being allowed entry to any competitor restricted or hot pit area.

### **RESTRICTED (HOT PIT) AREA POLICY**

Persons granted access to the restricted area must not possess, consume or be under the influence of ANY alcoholic beverage or controlled substance at any time during the event, ending when the final checkered flag has been waived, indicating the conclusion of the events racing activities. Any person found in violation of this policy may be immediately removed from the restricted area. Additional, penalties, fines and/or disciplinary actions may be imposed by NASCAR officials as determined appropriate, up to and including revocation of NASCAR license.

When in the pit area all persons must maintain a constant watch of their surroundings for their own protection.

Practice will begin at 2:00 PM and end at 4:30 PM. Practice will be run by division, starting with the LMSC. The practice order will be posted on the tech trailer board. This sequence will be repeated as often as time permits before Pre-Qualifying inspection is started.

There will be announcement made 30 minutes prior that the tech pad will be closed prior to inspection.

At 4:30 PM, Late Model drivers will be called to the picnic table near the snack trailer to pull their pill to determine the order they will line up to go across the tech pad.

Spectator gates open and qualifying will begin at 5:00 PM

Divisions which are running qualifying time trials to determine starting position will be called to the inspection pad after practice has ended.

Once it has been announced to report to the inspection pad for tech inspection, teams in their respective divisions or groups will have (10) ten minutes to report to the inspection pad with their car and driver. Drivers must be in the driver's seat.

Cars and drivers reporting late to the inspection pad will go to the end of the line in their qualifying group AND lose one lap of qualifying.

Cars not passing pre-qualifying inspection will be required to correct the infraction, go to the end of the line of their qualifying group, pass thru pre-qualifying inspection again and lose one lap of qualifying.

After passing through qualifying inspection, NO changes may be made to the car until after the scuff-in laps. After the scuff-in laps, tape may be added to the front grill area only, air pressure may be reduced, but no air may be added to tires.

Cars will receive 2 laps of qualifying unless penalized.

Cars may be impounded for post qualifying inspection.

Starting lineups will be posted at the end of the tech trailer at the conclusion of qualifying.

Tire compound closes at 6:30 PM

Pit registration closes at 7:00 PM

### **PIT PROCEDURES DURING RACE**

When following the pace car under a caution flag, drivers must maintain their position in relation to other cars in the field or as otherwise directed by Track Officials, and will not be permitted to pass other competitors when preparing to enter pit road unless authorized by Track Official. Cars may not be pushed past the white line at the exit to pit road. After a race is underway, cars may be started by hand pushing in the pit area only, but under no circumstances is any car to be pushed onto the race track from the pit area past the white line at the exit of pit road. Penalty for pushing car past the white line exiting the pit area during qualifying will result in a rear of the field start for the event. Penalty for pushing a car past the white line exiting pit road during an event under green or caution will result in a Black Flag and be parked for the rest of the event, you will not be allowed back onto the racing surface. During a Red Flag situation on the race track no work is allowed to be done on any car. Penalty for working on a car under a Red Flag situation will result in the car being parked for the rest of the event, you will not be allowed back onto the racing surface. If a car runs over its air hose or any other equipment within its pit area, the driver will be directed by Track Officials to return to the pit area for a two (2) lap penalty. Failure to return to the pit area in a timely manner will result in an additional five (5) lap penalty. When pit stops are made for tire changes, all lug nuts must be installed before the car leaves the pit area. When a Track Official detects a violation, the car must return to the pit area for inspection by Track Officials. Failure to return to the pit area in a timely manner will result in a five (5) lap penalty. Only one (1) NASCAR approved jack can be used for any pit stop involving tire changes. The same jack must be used when tires are changed on the left and right side during the same pit stop. In the event a car falls off a jack, a second NASCAR approved jacked can be used on the same side to facilitate use of the

first jack. A maximum of two (2) NASCAR approved ½ inch drive air wrenches or electric wrenches with a single socket capable of removing or attaching one (1) lug nut at a time can be used to change tires during a pit stop. The socket shall not be spring loaded. Before the car leaves the pit area all wrenches shall be returned back to the trailer or tool cart. Crew members must not go onto the racing surface for any reason while the cars are racing or while they are running under the yellow flag or red flag, unless directed to do so by Track Official. The only time drivers or cars may receive service is when they are completely stopped in the pit area. During hot weather under a red flag condition Track Officials may allow one (1) crew member to give the driver a drink of water and clean the front window shield if necessary. Crew members must not service or repair any wrecked or damaged car until the car has been removed from the racing surface and the car is at a complete stop in the pit area and it is not a Red Flag situation. As set forth in this section lap or time penalties may be assessed for any violation of these rules.

### **DRIVER'S MEETING**

All drivers are required to attend the drivers meeting, held after qualifying. Any driver not attending the drivers meeting may be subject to a fine and/or moved to the rear of the starting line up.

**All generators must be shut down during the drivers meeting.**

### **RACE PROCEDURE**

Cars will be lined up in their starting position on the front straight.

Pace laps will be run behind the pace vehicle. With one pace lap to go before green, the "caution lights" on top of the pace vehicle will be turned off, and the pace vehicle will pull off the track in turn 4, transferring control to the flagman.

### **GREEN FLAG**

The flagman will display the green flag indicating that the race has begun. At the beginning of the race, cars must maintain their position until they have crossed the start/finish line. On restarts, the race will resume when the green flag is displayed. On restarts, cars may not pass on the inside until after they have crossed the start/finish line. All restarts will be made at a designated, marked position on the track in turn four.

### **YELLOW FLAG**

The flagman will display a yellow flag, indicating that a "caution" condition exists on the racetrack. Caution lights may be used in addition to the yellow flag. When drivers observe the caution flag or lights, they should immediately stop racing, and be prepared to take evasive action, slow or stop to avoid any on track obstacles. Driver's should be aware of the possibility of competitors following closely behind them and should not slow more than necessary to avoid on track obstacles. Cars should slow to

a caution pace behind the pace car in a single line.

Cars may not pass the pace car or other cars while the yellow is displayed unless directed to do so by track officials.

Crewmembers may not work on a racecar on the racetrack under any circumstances. The car must be completely stopped in the pit area, to be worked on by crewmembers.

Cars returning to the racetrack after receiving service during a yellow flag must fall in at the end of the single line of cars.

## **ALL RESTARTS WILL BE IN A SINGLE FILE LINE**

## **BLUE FLAG WITH DIAGONAL YELLOW STRIPE**

The blue flag with diagonal yellow stripe is displayed to individual cars to indicate that faster traffic is overtaking them. Cars being given this flag must prepare to yield to overtaking traffic by staying to the inside of the track.

## **RED FLAG**

The Red flag means that the race has been stopped. Cars should stop in a single line at the start/finish line unless designated to stop at another location by track officials. No crewmember or car owner is allowed on the racetrack during a red flag situation. Cars cannot be worked on in the pits in any manner during a red flag condition. Any car that receives repairs or service under a red flag condition WILL NOT be allowed to re-enter the race.

## **RED FLAG WITH YELLOW DIAGONAL STRIPES**

The red flag with yellow diagonal stripes means the cars will continue to circle the track, however, laps will not be counted. This will be known as the "rolling red" situation. This flag will only be displayed in events where caution laps count. When this flag is displayed, it is the same as a red flag situation. Cars entering the pits will not be allowed to have ANY work administered. Once this flag has been removed and the yellow flag has been waved, all work can continue.

## **BLACK FLAG**

When a black flag is shown to a competitor, that car must go immediately to the pit area and report to the track official in the pit area. If the black flag is ignored, track officials may stop scoring the car. A black flag number board may be displayed adjacent to the flag stand to display the number of the car being black-flagged.

## **WHITE FLAG**

When the white flag is displayed, it means that the leader has started their final lap. If on the white flag lap the yellow flag is displayed all cars, regardless of their location on the racetrack, will slow down and maintain position with respect to the other cars on the racetrack, No passing of other cars will be permitted. Re-start position will revert back to the last completed green flag lap and on the re-start, there will be a green, white and checker finish. Note, under this policy it is possible to run more than the advertised distance for the event.

## **CHECKERED FLAG**

When the checkered flag is displayed, the race is completed. The checkered flag will be given to the balance of the field in the same lap.

## **GREEN-WHITE-CHECKER PROCEDURE**

In the LMSC and G/S divisions the scheduled race event will not end under yellow or red flag if at all possible, the weather, the severity of the incident that caused the yellow or red flag and time will all be a part of determining if we can continue or not. Only 1 attempt at a green-white-checkered finish will take place.

## **SPOTTERS**

A spotter's area will be designated beside the Grandstand tower; this is the recommended area for all spotters. Only LMSC and Grand Stock divisions are required to have spotters. The Pit area tower will be open to spotters during practice and qualifying only. All spotters **MUST** register with the tower prior to their featured event. All spotters **MUST** have the car number on their right shoulder or on them someplace that is easily seen by track officials. NOTE: If you do not have a spotter for your car you will not be allowed to compete. If by chance you happen to start an event without a spotter, as soon as the track officials find out, you will be black flagged, disqualified and receive NO points or money.

**The following rules apply to ALL divisions competing at Old Dominion Speedway . Any reference to NASCAR LMSC rule or section within these rules refers to the NASCAR Rule Book. These rules are subject to amendment at any time when notice has been given. Notice shall be deemed effective within two (2) weeks of the rule amendment and posting of the rule change by Old Dominion Speedway (ODS).**

### **1. BODY**

#### **1.1 Front and Rear of Car**

1.1.1 The leading edge of the car's front body work must be colored other than black. If the leading edge of a car's front bodywork is black in color, racer's tape of a contrasting color must be applied to the leading edge of the front bodywork for the full width of the front bodywork, from the left front wheel opening to the right front wheel opening.

1.1.2 The trailing edge of the car's rear body work must be colored other than black. If the trailing edge of a car's rear bodywork is black in color, racer's tape of a contrasting color must be applied to the most rearward surface of the rear bodywork for the full width of the rear bodywork. This is usually the lower, trailing edge, but could be the rear bumper.

## 1.2 Added Car Weight

Added weight must comply with NASCAR LMSC section 20F-2.3. Any frame rail or box type ballast container must have, as a minimum, a 3/8" diameter bolt secured with a locknut or double-nutted across the open ends of the frame rail or ballast box. The bolt head should be on the bottom side of the opening if the bolt is oriented vertically. One end of a frame rail or ballast box may be closed by welding a plate across the opening. The plate may contain an access hole for ballast removal. Ballast not contained within a frame rail or ballast box must be secured with at least two (2) minimum 3/8" diameter, grade 5 or better bolts.

## **2. CAR IDENTIFICATION AND MARKINGS**

2.1 Identification/Car numbers must comply with NASCAR LMSC rule 20F-3.11. Car numbers will be issued by ODS official Dave Menefee . Numbers issued and NOT used in the year issued will not be held for the following year. Requests for specific car numbers will be honored when possible. Any car that arrives for an event with an unapproved number may be required to change the number before being allowed to participate in the event. Any number deemed unreadable by the scorers must be changed in a manner that is readable and acceptable to track officials.

2.2 Rookie Stripe: Drivers defined as a "rookie" in the division in which they are competing, must display a horizontal yellow stripe across the full width of the rear bumper of the car.

## **3. ELECTRICAL**

3.1 Radios, permitting driver and team communication are MANDATORY for all cars in the LMSC and GS divisions and recommended in all other divisions except U-CARS. Radio systems must comply with NASCAR LMSC section 20F-6.7. Each team MUST have a spotter with a functioning two way radio allowing communication with the driver. This spotter MUST be present in the designated spotter's area, adjacent to the track control tower from the start to the end of the race in which that team is competing. Any team without a spotter present in the designated area will not be allowed to start the race. It is recommended that each team have a scanner tuned to the track radio frequency.

3.2 Use of in-car video recording equipment must be approved by Old Dominion Speedway prior to use. Video equipment mounting must be approved by track officials.

3.3 All cars in the LMSC and GS divisions MUST be equipped with a functioning RaceSafe system. The RaceSafe system is highly recommended for all other divisions, including Legends cars. The system is activated by track officials when the caution flag is

displayed. The system is designed to illuminate an amber light within the car to alert the driver to the caution flag track condition. The system consists of: a receiver with internal batteries, an external antenna connected to the receiver and an amber light connected to the receiver. The receiver must be securely mounted within the driver's compartment. The antennae must be mounted on the roof of the car or within the driver's compartment in a manner which does not interfere with antennae function and the operation of the system. The amber warning light, activated by the receiver, **MUST** be mounted on the dash panel at the left end and within clear sight of the driver. Pit road checks before each race will be made to ensure that each cars RaceSafe system is operating.

The RaceSafe system may be procured from: Racing Electronics, 800-272-7111, [www.racingelectronics.com](http://www.racingelectronics.com)

The RaceSafe may also be procured through local vendors, contact ODS for vendors.

3.4 ODS will be using the AMB transponder system for timing and scoring for the LMSC and GS divisions. This system requires a small transponder module to be mounted to each car. The transponder (TranX260DP) has two wires which must be connected to the car's electrical system, one must be connected to +12v and the other to the cars chassis. The transponder must be mounted so that there is no obstruction between it and the racetrack. It must be mounted on the rear side of the right front frame kick-out. The transponder should be mounted with rivets or threaded fasteners, tie-wraps are not acceptable. The transponder should be mounted with the bottom surface slightly higher than the bottom of the frame rail kick-out. If the frame touches the track under any circumstances the transponder should be higher in order to reduce the possibility of damage. If you have any questions about mounting a transponder, please contact ODS.

Each transponder has a unique serial number. This number must be furnished to the track in order for your car to be scored. The Driver Information Form can be used for this purpose.

More information can be obtained about this system from: AMB i. t. US Inc.

3200 Highlands Pkwy Suite 104 Smyrna , GA 30082 678-816-4000 [www.amb-it.com](http://www.amb-it.com)

Check with ODS for price and exact model number before ordering a transponder.

#### **4. COOLING SYSTEM**

4.1 Anti-freeze will **NOT** be allowed in the cooling system of any car. Water, water pump lube, and "water-wetter" type additives will be the only substances allowed in the cooling system. A (1) one race suspension will be imposed if your car is found to have anti-freeze in it, no matter whether we find it before or after a crash.

4.2 The cooling system overflow tube **MUST** be located at the base of the windshield on the right side with the opening positioned so that the driver can see escaping fluid through the windshield in an engine overheating situation.

## **5. FUEL**

5.1 Fuel used in competition must comply with NASCAR LMSC section 20F-15. Fuel used must be acceptable to ODS track officials. Mixing of racing fuel and pump gas is NOT permitted.

5.2 Refueling: A fully charged fire extinguisher must be manned and ready to be discharged if required while refueling a car. The fire extinguisher will have at least a 10 pound capacity and rated 10- B:C and DOT approved. A charge pressure gauge on the fire extinguisher is required.

## **6. PERSONNEL SAFETY REQUIREMENTS AND ROLL BARS**

All cars, drivers and teams must comply with NASCAR Rule Book section 6-4 and NASCAR LMSC section 20F-17.

Drivers **MUST** use all safety equipment as specified by these rules at all times during an event. This includes practice, qualifying and the race.

6.1 Helmet and Head and Neck Restraints: Helmets must meet Snell SA-95 specifications as a minimum. Use of a Head and Neck Restraint system is **RECOMMENDED**. Reference NASCAR rule 6-4-1 and LMSC rule 20F-17.1.

Head and Neck Restraint systems meeting the requirements of SFI 38.1 are **HIGHLY RECOMMENDED**.

6.2 Driver Restraint Harness: A minimum five (5) point driver restraint harness with three (3) inch wide shoulder harness and lap belts and two (2) inch wide crotch strap is required. Shoulder harness **MUST** consist of individual shoulder harness belts. Y-style shoulder harness is **NOT** allowed. A six (6) point harness with three (3) inch wide shoulder harness and lap belts is recommended. Driver restraint must be NASCAR approved and be installed and used in accordance with the manufacturer's instructions and specifications. Manufacturer's label, including date of manufacture, must be present on the harness. The year of the manufacturer's date may not exceed the current year by more than 2 years. Example: Belts dated April 13, 2004 may be used until December 31, 2007. Lap belt harness should be mounted into a double shear mount which allows the lap belt to swivel. Individual shoulder harness belts must be anchored individually. Wrap around style is allowed. If tab style mounting is used, each shoulder harness must have an individual mounting tab. Harness mounting bolts must be a minimum of 3/8" diameter grade 5 hardware. Harness should not rub the seat at any point. Reference NASCAR rule 6-4-2 and LMSC rule 20F-17.2.

6.3 Seats: An aluminum racing seat is required. Minimum thickness is .090 inch. Seatback/Headrest support must be adequate to prevent excessive movement. A solid metal bracket to secure the seatback to the horizontal shoulder bar is recommended. The upper seatback must be secured with a minimum of three (3) mounting bolts. The lower portion of the seat must be secured with a minimum of four (4) mounting bolts. Seat mounting bolts must be a minimum of 3/8" diameter grade 5 hardware quality bolts All

guidelines in NASCAR rule 6-4-3 and LMSC rule 20F-17.3 must be implemented. Reinforced head and shoulder supports are highly recommended.

6.4 Roll Bars: The roll cage must comply with NASCAR LMSC rule/section 20F-17.4. All roll bars within the driver's reach must be covered with padding. Hi-Density SFI 45.1 approved roll bar padding is highly recommended.

6.4.1 For G/S, M/M, S/S and U-CAR divisions, in addition a one (1) piece one eighth (1/8) inch thick magnetic steel plate must be installed over the outside of the driver's door bars. This plate shall cover the entire driver's side door area and must be welded to the outside of the door bars of the roll cage. Attachment using bolts and/or rivets will not be allowed. Holes of any kind will not be allowed. The plate shall be one piece if possible, due to roll cage construction a multi part may be used only with prior approval of track officials, Billy McCord, Eric Stewart or Les Steger.

6.5 Fire System: On board five (5) pound fire suppression system with two (2) nozzles, directed near the driver is MANDATORY for LMSC and GS divisions and highly recommended for all other divisions. Fire system activation handle must be within reach of the driver when seated normally in the car with harness fully tightened. Fire system bottle must be securely mounted to the chassis with a pressure gauge in plain view for inspection purposes. Safety pins used to prevent accidental discharge of the fire system at the fire bottle head and the activation handle MUST be pulled to allow the system to function any time the car is on the track. Reference NASCAR rule 6-4 C.

6.6 Driving Suit: A fire resistant driving suit is REQUIRED. A multi-layer suit meeting the requirements of SFI 3-2/5 is highly recommended. Driver's suit must be in good condition with no rips, tears or fluid saturation.

6.7 Driving Gloves: Fire resistant driving gloves are REQUIRED. Gloves must be in good condition with no rips, tears or fluid saturation.

6.8 Driving Shoes: Fire resistant driving shoes are REQUIRED. Shoes must be in good condition with no rips, tears or fluid saturation. Fire resistant socks are highly recommended.

## **7. ADMINISTRATION**

7.1 All competitors should read/review sections 1 thru 17 of the NASCAR Rule Book.

7.2 All competitors should read/review ODS General Rules.

7.3 Any questions concerning these rules should be directed to a member of the ODS technical crew.

Hayne Dominick, Less Steger, Dave Menefee, Shayne Laws, Eric Stewart

7.4 Old Dominion Speedway welcomes all of its competitors to an exciting new racing season. Well wishes are extended for a safe, professional and successful racing season.