



### RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR 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 a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

## TRACK RULES 12.1.2024 Update

### ALL DIVISIONS RULES AND REGULATIONS

#### REGISTRATION OFFICE AND MAIN GATES OPEN AT 10:00 AM

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

#### **RESTRICTED RACE TRACK POLICY DURING RACE EVENTS:**

At no time shall anyone other than designated Track Officials and Safety Responders enter the Track Racing Surface during an event. An event begins with the start of the first practice and ends with the conclusion and finish of the last race and removal of all race cars and equipment from the track. Track Officials and Track Safety Responders are issued cards and must sign a release waiver to be able to enter the track racing surface during a race event. If you do not have a Safety Responders Card issued by Dominion Raceway then you are not eligible nor should you enter the track at any time during a race event.

Special Requests, at times we acknowledge that we may need to allow a competitor or participant to exit the track or access the track during an event. In that case you must find a track official/Safety Responder who will ask the Race Director (Chris Stefi) and/ or Safety Director (Richard Storm) for permission for you to enter the racing surface. Only with the Race Director and/or Safety Directors approval may you then enter the racing surface. **NO OTHER TRACK OFFICIAL OR SAFETY RESPONDER MAY GRANT PERMISSION.**

**Purpose:** Is to limit and provide that only essential rescue and safety workers may enter the racing surface to expedite emergency response and minimize risk of injury.

**Penalty:** If you enter the racing surface without proper credentials or approval you will be fined as follows:

1st Offense     \$250 fine

2nd Offense     \$250 fine + 2 week suspension and immediate track expulsion.

3rd Offense     \$500 fine and 1 year suspension and immediate track expulsion.

You may not return to the track until the associated fine is paid in full.

#### **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 event 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. No skateboards or motorized boards. Scooters/bikes only allowed if you hold a valid drivers license.

Practice will be run by division. The practice order will be posted on the Tech Building schedule board announced and posted via Social Media. The practice sequence will be repeated as often as time permits before pre- Qualifying inspection is started.

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

Spectator gates open at 5:00 PM and qualifying will begin at 4:30 PM typically unless changed by the posted activity schedule or due to weather.

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

Once it has been announced to report to the inspection area for tech inspection, teams in their respective divisions or groups will be in line by the time due or you will lose your fastest lap in qualifying.

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

There will only be 3 team members and the driver allowed in the tech building during tech. Only Team members are allowed in the tech building when their car is being teched.

Tech Adjustment: If you can fix your infraction in 30 seconds or less you will not lose your fastest lap in qualifying. Repeat offenders will lose their fastest 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, tape may be added to the front grill area only, air pressure may be reduced, but no air may be added to the tires. This will be performed in the holding area only. Once the cars have been released to pit road, no crew members can touch the car unless approved by an NASCAR Official.

Cars will receive 2 laps of qualifying unless penalized. Cars may be impounded for post qualifying inspection by the NASCAR officials.

**Cars that take the green flag have started there qualifying run. Only cars having a transponder issue can have one extra qualifying lap after one attempt at fixing it within 2 minutes.**

**Cars that pull back in before taking the green flag will go on a 2 minute clock. After 2 minutes they must be ready to qualify or they forfeit that opportunity for that race**

All Race Equipment, including but not limited to vehicles, vehicle parts, components, equipment and/or fuel, is subject to inspection by Track Officials at any time and in any manner and location as determined by Track Officials. All decisions by Track Officials regarding the timing, manner and location of inspection, as well as, which Race Equipment will be inspected are final, non-appealable and non-reviewable.

Dominion Raceway, Track Officials, or Track Approved Inspection Facilities are not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such inspections

Pit registration closes at 8:00 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 a car past the white line exiting pit road during an event under green or caution will be penalized one (1) lap. 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 crew-member or car owner is allowed on the racetrack during a red flag condition. 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 receive a two (2) lap penalty or where a team is unaware of the red flag condition and is then told by a track official to cease work under the red flag and fails to do so will receive a two (2) 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 a Track Official. Only one 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 jack can be used on the same side to facilitate use of the first jack. A maximum of two 1/2" inch pneumatic 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. Crew-members must not go onto the racing surface for any reason while the cars are racing or while they are running under any caution 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 windshield, 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.

## **RACE CONTROL ACCESS (THIRD FLOOR TOWER):**

At no time during any race event shall a race team, owner, driver, or associate enter race control or conduct themselves inappropriately on the third floor of the race building. Any violation at any time during the race event will result in an immediate fine of \$1000 dollars and immediate disqualification of the teams' car and a full 30-day suspension of the associate from the facility. This is an immediate penalty and is not subject to appeal or reduction.

## **DRIVER'S MEETING**

All drivers are required to attend the drivers' meeting. One or more divisions per week are subject to roll call. Drivers failing to appear at drivers meeting must start at the rear of the field. 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.

Any car dragging the track for more than two (2) laps will be black flagged and must be corrected before returning to the track. DR has the option to park you if the car continues to drag after attempting to correct it.

## **RESTARTS**

On restarts, the leader of the race will control the restarts inside the restart zone. The leader must wait until the first line in the restart zone to go and if he has not gone by the second line, the flagman will throw the green and the race will begin/resume. On restarts, cars must stay in line and not pass until after they cross the start / finish line. A double file cone restart will be deployed and used by track officials depending on the race format and division, except where otherwise noted. When deployed the cone will be at the exit of turn 4, at the end of the pit wall and will come out when "one to go" is displayed. When you approach the cone you must choose to start in the inside or outside lanes. Once you pass and commit to the cone, you must stay in that lane. You cannot change your mind and switch lanes. If you pit, are involved in a caution, a lap or more down or you receive the free pass you cannot take the cone and must start on the inside line only. The leader will have an opportunity to start the race correctly twice (2), after failing on the second attempt they will be put to the rear of the field.

## **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. Drivers should be aware of the possibility of competitors following closely behind them and should not slow more than necessary to avoid any 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.

## **"FREE PASS" (Lucky Dog)**

DR will select a "Free Pass" driver/team for restarts in the Late Model, Dominion Stocks, Virginia Racer and Modified divisions only. Before restart the first car who is eligible one lap down will be permitted to take a lap back under caution before the race is restarted under green.

### **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 crew-member 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 receive a two (2) lap penalty or where a team is unaware of the red flag condition and is then told by a track official to cease work under the red flag and fails to do so will receive a two (2) lap penalty.

### **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 for 3 laps, track officials will stop scoring the car.

### **WHITE FLAG**

When the white flag is displayed, it means that the leader has started the final lap of the race. If on the white flag lap the yellow caution flag is displayed the white flag will be withdrawn and the race will be restarted with a green / white / checkered flag. In a green/white/checkered flag restart the starting positions will revert back to the last completed green flag lap. Note, under this policy it is possible to run more laps than the advertised lap distance for the event. The track official will solely determine the number of green/white/checkered flag restarts up to a maximum of three (3).

### **CHECKERED FLAG**

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

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

In the DR Late Model division 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 considered to determine whether the race can continue or not. Up to three attempts at a green-white-checker finish will take place as determined solely by the race director/track official.

### **Post Race Tech**

A minimum of the top 3 cars after each race will report to tech building. More cars may be added by head of tech

### **Fair Competition Rule (all divisions)**

In The interest of fair competition track officials may add/subtract weight or make other adjustments as necessary to level competition.

## SPOTTERS

A spotter's area will be designated on the roof of the Grandstand tower; this is the required area for all spotters. Only the DR Late Model, Dominion Stocks, Virginia Racer and Modified divisions are required to have spotters, all other divisions are encouraged. 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 their person someplace that is easily seen by track officials. All DR Late Model, Dominion Stocks, Virginia Racer and Modified teams are required to have a spotter for their car to be allowed to compete. If a car happens to start a race without a spotter, as soon as the track officials find out, the car will be black flagged, disqualified and will receive NO points or money.

The following rules apply to ALL divisions competing at Dominion Raceway. Any reference to NASCAR LMSC rule or section within these rules refers to the current 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 Dominion Raceway (DR).

### 1. BODY

- a. Added Car Weight: Added weight must comply with the weight rule of the division. Typically any ballast container must have, as a minimum, a 3/8" diameter bolt secured with a locknut or double-nut 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.
  
- b. CAR IDENTIFICATION AND MARKINGS
  - b.i. Identification/Car numbers must comply with the division rules. Car numbers will be issued and assigned by a DR official. 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 on a first come first serve basis when available. 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. A minimum of 4", white number must be displayed on the top, right corner of the windshield to assist in lining up cars.

- b.ii. 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.

## 2. ELECTRICAL

- a. Radios, permitting driver and team communication are MANDATORY for all cars in the DR Late Model, Dominion Stocks, Virginia Racer and Modified divisions and recommended in all other divisions. Where required by the division rules 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 on the roof of the Grandstand tower from the start to the end of the race for which that team is competing. Any team without a spotter present in the designated area should not start the race or will be disqualified from any purse payout and points if the race is started without the track official being aware and a spotter present. It is mandatory for all Late Model teams to monitor the track’s race channel and it’s highly recommended that the other divisions follow as well.
- b. Use of in car video recording equipment must be approved by a Dominion Raceway track official prior to use. Video equipment mounting must be approved by track officials.
- c. DR uses a transponder system for timing and scoring. Transponders must be mounted on the right side frame rail, 72” plus or minus 2 inches, from the front edge of the front bumper, measured from the right side of the car. DR will use the MYLAP System, which recognizes both MYLAPS and older AMB transponders. It is the team’s responsibility to ensure that the transponders are working.
- d. Transponders are available for rent or purchase at DR. Check with DR for price and exact model number before ordering a transponder.

## 3. COOLING SYSTEM

- a. Antifreeze will NOT be allowed in the cooling system of any car. **A \$200 fine** will be imposed on any car found to have any antifreeze, no matter whether found before or after a caution.
- b. 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.



#### 4. FUEL

- a. Late Models, Virginia Racers, Modifieds must run only fuel purchased from the onsite fuel station at Dominion Raceway in all events. Such fuel shall remain unaltered, augmented, or changed in anyway.
- b. 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 10B:C and DOT approved. A charge pressure gauge on the fire extinguisher is required.

#### 5. PERSONAL SAFETY REQUIREMENTS AND ROLL BARS

- a. All cars, drivers and teams must comply with the NASCAR or INEX Rule Book. Where a non NASCAR or INEX division is run the cars must comply with the rules for that particular sanctioning body.
- b. Drivers MUST use all safety equipment as specified by these rules at all times during an event. This includes practice, qualifying and the race.
- c. Helmet and Head and Neck Restraints: Helmets must meet Snell SA2005 specifications as a minimum. Use of a Head and Neck Restraint system shall be in accordance with NASCAR and INEX rule books latest edition for all head and neck restraints. Where such restraints are mandatory their use shall be mandatory at Dominion Raceway. Also refer to division rules for additional guidance. Note all reference to mandatory shall mean that they shall be in place and used to race and shall meet all requirements for the sanctioning body and division rule.
- d. 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. A "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 and or INEX 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 for Late Models, Modifieds, Virginia Racer, and Dominion Stocks and 5 years for all other divisions except Legends and Bandoleros, which must conform to the INEX rule book. Example: Belts dated April 13, 2007 may be used until December 31, 2009. 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.

- e. 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 seats must meet NASCAR and INEX rules as further specified by division rules where indicated. Reinforced head and shoulder supports are highly recommended.
- f. Roll Bars: The roll cage must comply with NASCAR and INEX rule books as supplemented by division rules. All roll bars within the driver's reach must be covered with padding. HiDensity SFI 45.1 approved roll bar padding is highly recommended.
- g. All Race teams excluding Touring series/Supercup/Inex or cars with fuel injection will be required to run a Fuel Line Safety Check Valve on all cars raced at Dominion Raceway except as excluded. This requirement shall be effective 8-29-2020. This device shall be installed at the fuel line running from the fuel tank to the fuel pump and within 20" of the fuel tank. The approved device is manufactured by OBERG Fuel Line Safety Check Valve or SRI FPF-FSV inline fuel safety shut off. Other devices may be submitted in advance for consideration provided such devices operate from the vacuum generated by the fuel pump and close once the vacuum is eliminated. The design shall be such that the fuel once the vacuum is eliminated shall close and prevent remaining fuel from exiting the fuel tank.
- h. Fire System: On board five (5) pound fire suppression system with two (2) nozzles, directed near the driver is MANDATORY for DR Late Model division 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 and INEX rulebooks and Division rules for additional information.
- i. Driving Suit: A fire resistant driving suit is REQUIRED. A multi-layer suit meeting the requirements of SFI 32/5 is highly recommended. Driver's suit must be in good condition with no rips, tears or fluid saturation.

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

## **Tires**

**(A) All Tires that have to be turned into the tire shed that have to be run the next event will have to have atleast 10 lbs of air left in them.**

**(B) All Tires that have to be scuffed in, will be placed on the right side to do so.**

All Divisions: Tires must follow the driver in the event of a backup car or driver change unless otherwise authorized by a track official.

LMSC Tire Rules:

General Rules:

- 1) Tires cannot leave the tire impound area until released by a track official.
- 2) Cars must qualify and start the race on the tires purchased that day and scanned as race tires.
- 3) Spare tires can only be previously raced tires or track scuff tires.
- 4) Practice tires will be branded and cannot be used in a race or qualifying.
- 5) Only 2 tires can be in impound for each team.
- 6) In the event of a rainout or cancellation, new tires purchased that day can be impounded in addition to the team's previously raced tires.
- 7) If the team uses a back up car for the second race, the tires that were on the primary car must follow the driver to the back up car.

4 Tire Events:

- 1) Teams can purchase 4 tires on race day.
- 2) If the next race is a 2 tire event, teams must turn in 2 tires for impound to be used at the next 2 tire event they race.

2 Tire Events:

- 1) A team can purchase 2 tires on race day.
- 2) Teams will get their new and impounded tires and move them to the tire impound area.

If you do not have any tires in impound and it's a 2 tire event you have 2 options:

Option 1:

If this is your FIRST time at the track during the season you can show up on a Friday and purchase 2 or 4 tires.

You must have a transponder installed and run 75 race pace laps on the new tires.

You must turn in 2 of the tires with the 75 race pace laps on them before leaving the track for impound.

Option 2:

Track scuff tires will be available on race day for teams not having impounded tires.

Track scuff tires can also be used as spare tires for teams not having a previously raced tire as a spare.

#### Spare Tire Usage:

Spare tires can only be used to replace a damaged or cut race tire.

Damaged race tires will be examined by a tech official to verify the failure. If it is determined the tire was not damaged or was intentionally damaged for the sole purpose of using a spare tire the team will receive last place finishing position for the race.

On twin race nights, if a spare tire is placed on the car between races, the team must start the next race in last place.

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#### Modifieds Tire Rules/Virginia Racer Tire Rules:

##### General Rules:

- 1) Tires cannot leave the tire impound area until released by a track official.
- 2) Cars must qualify and start the race on the tires purchased that day and scanned as race tires.
- 3) Spare tires can only be previously raced tires or track scuff tires.
- 4) Practice tires will be branded and cannot be used in a race or qualifying.
- 5) Only 2 tires can be in impound for each team.
- 6) In the event of a rainout or cancellation, new tires purchased that day can be impounded in addition to the team's previously raced tires
- 7) If the team uses a back up car for the second race, the tires that were on the primary car must follow the driver to the back up car.

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##### 4 Tire Events:

- 1) Teams can purchase 4 tires on race day.
- 2) If the next race is a 2 tire event, teams must turn in 2 tires for impound to be used at the next 2 tire event they race.

##### 2 Tire Events:

- 1) Team can purchase 2 tires on race day.
- 2) Teams will get their new and impounded tires and move them to the tire impound area.

If you do not have any tires in impound and it's a 2 tire event you have 2 options:

##### Option 1:

If this is your FIRST time at the track during the season you can purchase 4 tires.

You must run 30 race pace laps on the new tires.

Failure to complete 30 race pace laps will result in last place starting position.

Failure to complete 20 race pace laps and the tires will not be eligible for racing and the team must purchase and use track scuff tires.

##### Option 2:

Track scuff tires will be available on race day for teams not having impounded tires.

Track scuff tires can also be used as spare tires for teams not having a previously raced tire as a spare.

#### Spare Tire Usage:

Spare tires can only be used to replace a damaged or cut race tire.

Damaged race tires will be examined by a tech official to verify the failure. If it is determined the tire was not damaged or was intentionally damaged for the sole purpose of using a spare tire the team will receive last place finishing position for the race.

On twin race nights, if a spare tire is placed on the car between races, the team must start the next race in last place.

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#### Dominion Stocks Tire Rules:

First race of the season, teams will be allowed to purchase up to 4 tires.

Fifth race of the season, teams will be allowed to purchase up to 2 tires.

All other races, teams will be allowed to purchase 1 tire.

Teams coming to the track for the first time that season and missed the first race may purchase 4 tires but must run 2 of them for a minimum of 25 laps in practice.

If the team uses a back up car for the second race, the tires that were on the primary car must follow the driver to the back up car.

#### Spare Tire Usage:

Spare tires can only be used to replace a damaged or cut race tire.

Damaged race tires will be examined by a tech official to verify the failure. If it is determined the tire was not damaged or was intentionally damaged for the sole purpose of using a spare tire the team will receive last place finishing position for the race.

On twin race nights, if a spare tire is placed on the car between races, the team must start the next race in last place.

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#### Mini-Modifieds:

##### General Rules:

- 1) Cars must qualify and start the race on the tires purchased that day and scanned as race tires.
- 2) Spare tires can only be previously raced tires or track scuff tires.
- 3) Practice tires will be branded and cannot be used in a race or qualifying.
- 4) Only 2 tires can be in impound for each team.
- 5) In the event of a rainout or cancellation, new tires purchased that day can be impounded in addition to the team's previously raced tires.
- 6) If the team uses a back up car for the second race, the tires that were on the primary car must follow the driver to the back up car.

##### 4 Tire Events:

- 1) Teams can purchase 4 tires on race day.
- 2) If the next race is a 2 tire event, teams must turn in 2 tires for impound to be used at the next 2 tire event they race.

##### 2 Tire Events:

- 1) Team can purchase 2 tires on race day plus use their impounded tires.

If you do not have any tires in impound and it's a 2 tire event:

Teams coming to the track for the first time that season on a 2 tire night can buy 4 tires. All practices, qualifying, and race will be run on these same tires.

#### Spare Tire Usage:

Spare tires can only be used to replace a damaged or cut race tire.

Damaged race tires will be examined by a tech official to verify the failure. If it is determined the tire was not damaged or was intentionally damaged for the sole purpose of using a spare tire the team will receive last place finishing position for the race.

On twin race nights, if a spare tire is placed on the car between races, the team must start the next race in last place.

### 1. ADMINISTRATION

1. All NASCAR competitors should read/review sections 1 thru 17 of the current NASCAR Rule Book.
2. All INEX competitors shall read the current INEX Rule Book
3. All competitors should read/review DR General Rules.
4. Any questions concerning these rules should be directed to a track official.
5. Dominion Raceway welcomes all of its competitors to an exciting new racing season. Well wishes are extended for a safe, professional and successful racing season.

### 2. PENALTY SYSTEM: LMSC, MODIFIEDS, VIRGINIA RACER, and DOMINION STOCK DIVISIONS

Dominion Raceway has a Penalty System consisting of P1 thru P5 penalties for the top 4 divisions, LMSC, Modifieds, Virginia Racer, Dominion Stock. P1 = Warning, P2 = 5 position penalty, P3 = 10 position penalty, P4 = Last Place, P5 = Disqualification. Rules have been assigned a penalty level for when a violation occurs. Any violations of rules will be recorded, tracked, and assigned the appropriate penalty from our Penalty System database. We believe this will benefit both the track and the racer, making sure the penalty fits the violation and allows for a higher level of consistency in this process. Please be sure to read your rules for your division.

**2a. Tech Refusal Rule - Anyone refusing to have their car teched will be fined \$500 for (LMSC, VA Racers, VA Modifieds) \$250 for all other divisions. The fine and part or parts that were supposed to be teched will have to be presented to the track before that car can compete again. That Driver will also be DQ'd for that event. Any driver refusing a second time during that race season will be suspended for 1 physical year.**

### 3. BONUS POINTS

#### Extra Bonus Point Eligibility:

15 minutes after the conclusion of qualifying or conclusion of the 1 st race you must notify the Race Director of your intention to start in the rear of the field for the next race to receive up to 4 bonus points in accordance with NASCAR's point system. If you are penalized or forced to the rear of the field you are not eligible for these bonus point award.

Note: Track points will be counted in the same manner.



\*\*\*These rules are for use at Dominion Raceway and Entertainment only. No unauthorized use, reproduction, publication, or printing allowed for any other raceway without the expressed written consent of Dominion Raceway and Entertainment management.



To: All Competitors

From: Steve Britt  
Chris Stefi

Subject: Independent Appeals Board

Dominion Raceway has established an independent board that will hear any competitor's rules violations or protests issued in an official NASCAR Race held at Dominion Raceway where the race resulted in a disqualification. The appeals board will not consider any other competition decisions for instance; probation, award of last place points, or protest after the certified race result. An Appeals Board hearing will only be considered for disqualification.

As a team owner filing an Appeals Hearing for a disqualification you will need to do the following:

1. Contact Chris Stefi at 804-640-6332 – [Chris.Stefi@DominionRaceway.com](mailto:Chris.Stefi@DominionRaceway.com) to schedule the appeal board hearing. The request must be made within 24 hours of the final race certification (typically Tuesday after the race event).
2. Fill out the appeals request form and include a written summary of your reason for the appeal request including your conclusion as to why the track ruling was incorrect.
3. Include with your written Request for Appeal form a check for \$200.00 made out to Dominion Raceway. This money will be used to pay for the costs of the independent appeals board hearing.
4. Appear at the time scheduled, and agree that failure to appear will waive your right to any future hearing as well as the return of the appeal's payment.

Be aware that the appeal board may refuse an appeal at any time and for any reason. That all decision and recommendations of the appeal board are final and un-appealable. Should any appeal not be granted the appeals board fee will be returned.



**Request for Appeal**

Date \_\_\_\_\_ Time \_\_\_\_\_

Team/Name \_\_\_\_\_ Race Event Date \_\_\_\_\_

Contact #/Email \_\_\_\_\_

Address \_\_\_\_\_

Fee enclosed (\$200.00) required for an appeal hearing.

Race penalty or protest that resulted in a disqualification/description \_\_\_\_\_

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\_\_\_\_\_  
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\_\_\_\_\_

Reason the disqualification ruling is incorrect. (Please attach any supporting information, documents, pictures, etc.)

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\_\_\_\_\_  
Signature (Team Owner only)

By filing this appeal you agree to the following strict procedure.

1. All appeal requests for disqualification (DQ-only) must be on this form and directed in writing within 24 hours of race certification to Chris Stefi 804-640-6332 – Chris.Stefi@DominionRaceway.com.
2. If an appeal is granted you agree that the results and recommendations of the appeals board is final.
3. If you fail to appear when scheduled no makeup hearing will be scheduled and your appeal will be denied and funds not returned.
4. You agree not to contact any appeal member prior to the hearing. Any advance discussion of any kind will result in a termination of the appeal and forfeiture of the appeal funds.
5. You agree that the appeal decision if not disclosed at the appeal will be sent via mail or email from the appeal board which decision will be final.
6. You understand that the appeal board will not return any calls or inquiries and that any further information as a result of the hearing will not be available.

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Signature – Team Owner

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Date