

# Dominion Raceway & Entertainment

## 2026 TRACK RULES FOR ALL DIVISIONS

Effective 1/1/2026

### 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, 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 PUBLICATION 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 restriction 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.

### Registration Office and Main Gate open at 10:00AM

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

### RESTRICTED RACETRACK 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 request, 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 and/or safety director for permission for you to enter the racing surface. Only with the race director and/or safety director approval may you then enter the racing surface. **NO OTHER TRACK OFFICIAL OR SAFETY RESPONDER MAY GRANT PERMISSION.**

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

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

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|-------------------------|---|
| 1 <sup>st</sup> offense | \$250.00 fine   |
| 2 <sup>nd</sup> offense | \$250.00 fine + 2-week suspension and immediate track expulsion   |
| 3 <sup>rd</sup> offense | \$500.00 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 are only allowed if you hold a valid driver's license.

Practice will be run by division. The practice order will be printed and available at registration.

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

Divisions that are running qualifying time trials to determine starting position will come to the Tech building after their 2-lap qualifying session for inspection. Cars that fail Tech post qualifying will lose their fastest lap.

**CARS THAT TAKE THE GREEN FLAG HAVE STARTED THEIR QUALIFYING RUN. ONLY CARS HAVING TRANSPONDER ISSUES MAY BE GIVEN ONE EXTRA QUALIFYING LAP AFTER 1 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 THE FOREFIT 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 Dominion Raceway Officials at any time in any manner and location as determined by Dominion Raceway Officials. All decisions by Dominion Raceway 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 of the competitor as a result of such inspections

Pit registration closes at 8:00PM

## **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 of 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 racetrack 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 flag or caution will be penalized 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 during red flag conditions. Any car that receives repairs or service under red flag conditions will receive a

2-lap penalty or where a team is unaware of a 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 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 the 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 right and left 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 2-1/2-inch pneumatic or electric wrenches with a single socket capable of removing or attaching 1-lug nut at a time can be used to change tires during 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 officials. The only time drivers or cars may receive service is when they are completely stopped in the pit area. During hot weather under red flag condition track officials may allow 1-crew member to give 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 is not a red flag condition. 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 \$1000.00 and immediate disqualification of the team's 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.

### **DRIVERS MEETING**

All drivers are required to attend the driver's meeting. One or more divisions per week are subject to roll call. Driver's failing to appear at driver's meetings must start at the rear of the field. All generators must be shut down during the driver's 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 1-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 2-laps will be black flagged and must be corrected before returning to the track. Dominion Raceway 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 1-to go is displayed. When you approach the cone, you must choose to start in the inside or outside lane. 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 receive the free pass you cannot take the cone and must start on the inside lane only. The leader will have an opportunity to start the race correctly 2-times; 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 the driver observes 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 flag is displayed unless directed to do so by Dominion Raceway Track Officials.

## **FREE PASS AKA LUCKY DOG**

Dominion Raceway will select a free pass driver/team for restarts in the American Racer, VA Modifieds, and Dominion Stock divisions only. Before restart the first car who is eligible 1-lap down will be permitted to take a lap back under caution before the race is restarted under green.

## **BLUE FLAG W/DIAGONAL YELLOW STRIPE**

The blue flag with diagonal yellow stripes 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 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 2-lap penalty or where the team is unaware of the red flag condition and is then told by a track official to cease work under the red flag condition and fails to do so will receive a 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 next flag will end the race. Racers will be scored based on the last completed lap. In a green/white checkered flag restart the starting position 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 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 American Racer Late Model and Virginia Modified divisions, the scheduled race event will not end under caution 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 3-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 the tech building, more cars may be added by head tech officials.

## **FAIR COMPETITION RULE FOR ALL DIVISIONS**

In the interest of fair competition Dominion Raceway Tech Officials may +/- weight or make other adjustments as necessary to level competition. Mandatory 9 car invert on all Nascar sanctioned Twin Races. Cars must have completed at least 3/4 of the scheduled laps to be Eligible.

## **SPOTTERS**

A spotter's area will be designated on the roof of the grandstand tower; this is the required area for all spotters. All divisions will be required to have a spotter in the spotter's stand with the exception of any cars, Legends and Bandolero's but is highly encouraged. All spotters MUST register with the tower prior to their feature event. All spotters MUST have the car number on their right shoulder or on their person someplace that it is easily seen by track officials. All divisions will be required to have a spotter in the spotter's stand with the exception of any cars but encouraged for their car 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 refer 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 2-weeks of the rule amendment and posting of the rule change by Dominion Raceway. All Spotters MUST monitor Race Control.

### **1. BODY**

1.1. Added weight must comply with the weight rule of the division. Typically, any ballast container must have, as a minimum, a 3/8<sup>th</sup> diameter bolt secured with a locknut or double nut across the open end 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 2-minimum 3/8<sup>th</sup> diameter, grade 5 or better bolts and hardware.

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

2.1. Identification/car numbers must comply with the division rules. Car numbers will be issued and assigned by a Dominion Raceway 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-inch, white number must be displayed on the top, right corner of the windshield to assist in lining up cars.

2.2. Driver's defined as a rookie in the division in which they are competing, must display a horizontal yellow strip across the full width of the rear bumper of the car.

## 3. **ELECTRICAL**

3.1. Radios are permitting the driver and team communication, and Tower to driver communication is MANDATORY for all cars in all divisions. All divisions MUST have a spotter with a functioning 2-way radio allowing communication with the driver. This spotter must be present 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 divisions/teams to monitor the track's race channel.

3.2. Use of in car video recording equipment must be approved by Dominion Raceway TECH Officials prior to use. Video equipment mounting must be approved by Dominion Raceway Tech Officials.

3.3. Dominion Raceway uses a transponder system for timing and scoring. Transponders must be mounted on the right-side frame rail, 72-inches +/- 2-inches from the front edge of the front bumper, measured from the right side of the car. Dominion Raceway will use MYLAPS and older AMB transponders. It is the team's responsibility to ensure that the transponders are working.

## 4. **COOLING SYSTEM**

4.1. Antifreeze will NOT be allowed in the cooling system of any car. A \$200.00 fine will be imposed on any car found to have antifreeze, no matter whether found before or after a caution.

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. American Racer Late Models and Virginia 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 any way.

5.2. 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 10 Lbs. capacity and rated 10B:C and DOT approved. A charge pressure gauge and annual inspection tag on the extinguisher is required.

## 6. **LOST WEIGHT**

7 All lead must be painted white with your car number on it. If you lose weight during a race, you will be parked and subject to a \$250.00 fine. If you lose weight during practice you will have to secure it properly and subject to a \$250.00 fine. Fines may double if you lose weight again during the season.

## 8. **PERSONAL SAFETY REQUIREMENTS AND ROLL BARS**

8.1. 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.

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

8.3. Helmets must meet Snell SA2015 specification 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 rules.

8.4. A minimum 5-point drivers restraint harness with 3-inch-wide shoulder harness and lap belts and 2-inch-wide crotch strap is required. Shoulder harnesses must consist of individual shoulder harness belts. A Y-style shoulder harness is not allowed. A 6-point harness with 3-inch-wide shoulder 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 American Racer Late Models, Virginia Modifieds, Dominion Stocks and 3-years for all other divisions except Legends and Bandoleros, which must conform to the INEX rule book. Example: belts dated 4-13-2007 may be used until 12-31-2009. The 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<sup>th</sup>-inch diameter grade 5 hardware. Harness should not rub the seat at any point.

8.5. An aluminum racing seat is required. Minimum thickness is 0.090-inches. Seatback and 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 3-mounting bolts. The lower portion of the seat portion of the seat must be secured with a minimum of 4-mounting bolts. Seat mounting bolts must be a minimum of 3/8<sup>th</sup>-inch diameter grade 5 hardware quality. All seats must meet NASCAR and INEX rules as further specified by division rules where indicated. Reinforced head and shoulder supports are highly recommended.

8.6. 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. HI density SFI 45.1 approved roll bar padding is highly recommended.

8.7. All race teams excluding Touring Series, Supecup, 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-inches of the fuel tank. The approved device is manufactured by OBERG fuel line safety check valve or SRI-FSV inline fuel shut off. Other devices may be submitted in advance for consideration provided such devices operate from the vacuum generated by the fuel pump and closes 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.

8.8. On board fire system of 5-pounds fire suppression system with 2 nozzles directed near the driver is mandatory for American Racer Late Model 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. A fire system bottle must be securely mounted to the chassis with a pressure gauge in plane 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 rule books and division rules for additional information.

8.9. A fire-resistant driving suit is required. A multi-layer suit meeting the requirement of SFI 32/5 is highly recommended. The driver's suit must be in good condition with no rips, tears, or fluid saturation.

8.10. Fire resistant driving gloves are required. Gloves must be in good condition with no rips, tears, or fluid saturation.

8.11. Fire resistant driving shoes are required. Shoes must be in good condition with no rips, tears, or fluid saturation. Fire resistant shocks are highly recommended.

## 9. TIRES

9.1. Tire Selection and Qualifying for ARLM and Va Modifieds will be by pill draw 15 minutes before the tire shed opens at the tech building for each event.

9.2. All tires that have to be turned into the tire shed that have to be run the next event will have at least 10 Lbs. of air left in them.

9.3. All tires that have to be scuffed in will be placed on the right side to do so.

9.4. Tires must follow the driver in the event of a backup car or driver change unless otherwise authorized by Dominion Raceway Tech Official.

### 9.5. American Racer Late Model Tire Rules

9.5.1. Tires cannot leave the impound area until released by a Tech Official.

9.5.2. Cars must qualify and start the race on the tires purchased that day and scanned as race tires.

9.5.3. Spare tires can only be previously raced tires or track scuff tires.

- 9.5.4. Practice tires will be branded and cannot be used in a race or qualifying.
- 9.5.5. Only 2-tires can be impounded for each team.
- 9.5.6. In the event of a rainout or cancellation, new tires purchased that day can be impounded in addition to the teams previously raced tires.
- 9.5.7. 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 backup car.

- 9.5.7.1. 4-Tire Events

- 9.5.7.1.1. Teams can purchase 4-tires on race day

- 9.5.7.1.2. 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.

- 9.5.7.2. 2-Tire Events

- 9.5.7.2.1. A team can purchase 2-tires on race day.

- 9.5.7.2.2. Teams will get their new and impounded tires and move them to the tire impound area.

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

- 9.5.7.2.3.1. If this is your first time at the track during the season you can show up on Friday and purchase 2 or 4 tires. You must have a transponder installed and run 2/3<sup>rd</sup>-race distance at race pace laps on the new tires. You must turn in 2 of the tires with the 2/3<sup>rd</sup>- race distance at race pace laps on them before leaving the track for impound.

- 9.5.7.2.3.2. 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.

- 9.5.7.2.4. Spare Tire Usage

- 9.5.7.2.4.1. 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 space 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.

## **9.6. Virginia Modifieds Tire Rules**

- 9.6.1. General Rules

- 9.6.1.1. Tires cannot leave the tire impound area until released by a Tech Official.

9.6.1.2. Cars must qualify and start the race on the tires purchased that day and scanned as race tires.

9.6.1.3. Tires cannot leave the impound area until released by a Tech Official.

9.6.1.4. Cars must qualify and start the race on the tires purchased that day and scanned as race tires.

9.6.1.5. Spare tires can only be previously raced tires or track scuff tires.

9.6.1.6. Practice tires will be branded and cannot be used in a race or qualifying.

9.6.1.7. Only 2-tires can be impounded for each team.

9.6.1.8. In the event of a rainout or cancellation, new tires purchased that day can be impounded in addition to the teams previously raced tires.

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

#### 9.6.2. 4-Tire event

9.6.2.1. Teams can purchase 4-tires on race day.

9.6.2.2. 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.

#### 9.6.3. 2-Tire Events

9.6.3.1. Teams can purchase 2-tires on race day.

9.6.3.2. Teams will get their new and impounded tires and move them to the tire impound area.

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

9.6.3.3.1.1. If this is your first time at the track during the season you can show up on Friday and purchase 2 or 4 tires. You must have a transponder installed and run 2/3<sup>rd</sup>-race distance at race pace laps on the new tires. You must turn in 2 of the tires with the 2/3<sup>rd</sup>- race distance at race pace laps on them before leaving the track for impound.

9.6.3.3.1.2. 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.

#### 9.6.4. Spare Tire Usage

9.6.4.1. 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 space 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.

## 9.7. Dominion Stocks Tire Rules

9.7.1. Dominion Stocks Tire Rules: First race of the season, teams will be allowed to purchase up to 4 tires. Every other event of the season, teams will be allowed to purchase up to 2 tires. All other races, 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 2/3<sup>rd</sup> race distance at race pace in practice.

9.7.2. If a team used a backup car for the second race, the tires that were on the primary car must follow the driver to the backup car.

### 9.7.3. Spare tire Usage

9.7.3.1. 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 space 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.

## 10. Administration

- 10.1. All NASCAR competitors shall read sections 1 through 17 of current NASCAR rule book
- 10.2. All INEX competitors shall read the current INEX rule book.
- 10.3. Any questions should be directed to a Dominion Raceway Tech Official.
- 10.4. 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.

### Penalty System ARLM, VA Modifieds, and Dominion Stocks:

Dominion Raceway has a penalty system consisting of P1 through P5 penalties for the top 3-divisions. P1=Warning, P2=Position Penalty, P3=10 Position Penalty, P4=Last Place, and P5=Disqualification. Rules have been assigned a penalty level for when a violation occurs. Any violation 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.

Tech refusal rule- anyone refusing to have their car teched will be fined \$500.00 for ARLM, VA MODIFIEDS, and DOMINION STOCKS, \$250.00 for all other divisions. The fine 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 Disqualified for that event. Any driver refusing a second time during that race season will be suspended for 1-physical year.

### BONUS POINTS

15 minutes after the conclusion of qualifying or conclusion of the 1<sup>st</sup> 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 awards. Note: Track points will be counted in the same manner.