



SOUTH BOSTON SPEEDWAY

Website

SouthBostonSpeedway.com

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Track Facts

Surface: Asphalt

Length: 0.4-mile

Width: 45 feet

Banking (degrees): corners – 12, straightaways – 10

2022 South Boston Speedway

General Rules

Changes in red | Updated 7/11/2022

South Boston Speedway (further “Speedway” or “Track”) is a NASCAR-sanctioned track in the NASCAR Advance Auto Parts Weekly Series. As such, the Speedway utilizes the Rule Book provided by NASCAR to help conduct its Events. The following Speedway Rules, any Speedway Rules located in any other place, and any Event/Race Procedure outlined at an Event are that of the Speedway and supersede any Rule that may be outlined in the NASCAR Advance Auto Parts Weekly Series Rule Book. The NASCAR Advance Auto Parts Weekly Series Rule Book should be followed for all other Rules not outlined within these Rules. All racing divisions at the Speedway, whether sanctioned by NASCAR or not, will adhere to both set of Rules as set forth by the Speedway. It is the responsibility of the Competitors to understand the Rules outlined in the South Boston Speedway Rules and the NASCAR Advance Auto Parts Weekly Series Rule Book.

SECTION 1 – GENERAL SPEEDWAY RULES

1-1 Effectiveness & Revisions:

- A. Speedway Rules are effective on the date of publication by Speedway. Speedway reserves the right to revise any Rule in fairness to competition at any time.
- B. Speedway Authority:
 - 1. The Speedway is the overall authority for its Events. The Speedway reserves the right to make whatever changes/revisions/modifications that are necessary to promote competitive Events at any time it deems necessary.
 - 2. Those competing in non-NASCAR-sanctioned divisions at the Speedway can disregard the mentions of NASCAR in the Speedway Rule Book. For this instances, the Speedway is the one and only sanctioning authority.
- C. Except in Rare Instances (EIRI):
 - 1. The Speedway may make determinations to make changes/revisions/modifications at any time, including during an Event, with little or no notice in the case it deems something to be a rare instance. EIRI applies to all Rules and Procedures.

1-2 Licenses:

- A. All Competitors must have a NASCAR License to participate in any NASCAR-sanctioned division at the Speedway, unless otherwise noted.

1-3 General Scope of Penalties:

- A. Penalties for violation of NASCAR or Speedway Rules are determined by the gravity of the violation and its fairness of competition, the orderly conduct of the event, and the interests of stock car automobile racing, NASCAR and the Speedway.
- B. Such penalties may include, but are not limited to, disqualifications, probation, and suspension of membership or license privileges, fines and/or loss of points and/or loss of finishing position(s) in the event. Probation may be for a specified time period to review the member’s conduct to determine whether a more severe penalty is warranted. A suspension may be total, or it may be

limited to a suspension of membership or license privileges at a particular racetrack or Tracks, or for a particular series of events, or for a specified or indefinite period of time. NASCAR and the Speedway will use the following as guidelines for the imposition of penalties in the situations described below but may assess a greater or lesser penalty depending upon the circumstances.

- C. Fighting or verbal abuse to any Track Official or staff may be subject to a fine of up to \$500 and/or suspension. Drivers are responsible for actions of your crew. If violation comes in last race of season fines and suspension will carry over until next season.
- D. Track representatives and/or NASCAR reserve the rights to fine, suspend, or take whatever action is deemed necessary to conduct the orderly conduct of the race.
- E. Any Member who participates in a fight(s) or altercation(s), **and/or verbal abuse to another Competitor, Track Official or persons serving under his/her direction**, and/or uses inappropriate language, including but not limited to a person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition, **on social media or public address systems, in the pits, on the Track or on the race premises:**
a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

1-4 Driver Information Packets (financial reporting)

- A. A driver information packet must be completed before earnings (purse, point fund, etc.) can be processed. If, after 60 days from the day of competition, the driver has not completed a packet in order to claim their earnings, the Speedway reserves the right to not issue earnings.
- B. It is the responsibility of the driver to report all information regarding earnings reporting for their team.

1-5 Drivers' Meeting

- A. All drivers in all divisions are required to attend the drivers' meeting at the appropriate time and location.
- B. Any driver not present at the drivers' meeting will not be permitted to qualify, unless given permission by the Competition Director to miss the meeting.

1-6 Spotters

- A. The Late Model Stock Car, Limited Sportsman and Pure Stock divisions are required to use spotters and the spotter must be in the designated spotter's location. Any car not utilizing a spotter in the appropriate location will not be permitted to compete.
- B. Spotters in the Late Model Stock Car, Limited Sportsman and Pure Stock divisions are required to monitor the Speedway Race Control radio frequently (464.500). Any spotter not monitoring the Speedway Race Control radio frequency will not be permitted to compete.
- C. The Hornets division is required to utilize a spotter as noted above OR utilize a RACEceiver in the car that is monitoring the Speedway Race Control radio frequency (464.500).

1-7 Identification

Identification / Marking / Numbers / Graphics

- A. All car number configuration and design is subject to approval by Track Officials. Only single or double-digit numbers will be permitted. The size, color, and style of numbers must be adequate to permit prompt identification by Track Officials at all times. Numbers must be solid, at least 18 inches high, measured vertically, excluding borders and silhouettes, must be neatly attached to or painted on both sides of the car on the center of the door. Door numbers must be a minimum of four (4) inches in width, and slant no more than 30 degrees from vertical. The tops and bottoms of all numbers must be even (not staggered). Two (2) digit numbers must not overlap. A solid number 24 inches high, excluding borders and silhouettes, must be neatly attached to or painted on the roof, reading from the driver's side (bottom of numbers on driver's side of roof). Solid numbers, as large as possible, must be attached to or painted on the uppermost corner of the right side windshield and the right rear tailgate cover. The use of number decals is acceptable if Track Officials determine that the number is legible. Mirror foil numbers and decals will not be permitted. Paint schemes using a mirrored or holographic appearance will not be permitted.
- B. Track Officials may require a Competitor to use a different number in order to avoid duplication or confusion at an Event. The Competitor with the highest place in Speedway Championship Points will be able to keep the original number. For the first Event of the year, previous year points will be utilized to determine this.
- C. Track Officials, at any time, may require the use of other decals.
- D. Any team running for rookie of the year should run yellow rookie stripes on the rear bumper.
- E. *For remaining identification/markings Rules, please refer to the NASCAR Advance Auto Parts Weekly Series Rule Book.*

1-8 Fuel:

- A. Late Models must purchase 10 gallons, Limited Sportsman 5 gallons of Track fuel per race. All other fuel used must be equivalent to Track fuel.
- B. If fuel is not purchased, the driver may be penalized.

1-9 General Procedures:

- A. All Crew Members must stay in their own pit area during race. Penalty for entering and/or causing a disturbance in another pit for driver and crew may result in fine and suspension.
- B. Track Officials may eject a competitor from an Event or the race premises in an emergency situation to promote the orderly conduct of the Event. Such competitor shall have no right to receive, and the Track shall not be obligated to refund, any part or all of the fees previously paid to the Speedway or NASCAR.
- C. All pit passes must be accessible to Track and NASCAR Officials at any time. Individuals found to be transferring or doing other malicious acts with pit passes will be removed with no refund being issued and subject to a \$500.00 fine.
- D. Any Member who participates in a fight(s) or altercation(s), **and/or verbal abuse to another Competitor, Track Official or persons serving under his/her direction**, and/or uses inappropriate language, including but not limited to a person's race, color, creed, national origin, gender, sexual

orientation, marital status, religion, age, or handicapping condition, **on social media or public address systems, in the pits, on the Track or on the race premises:**

a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or suspension.

- E. At NO time during an Event shall any part of a race car be shielded or covered from view. A car cover may only be used due to weather.
- F. At no time during pre-race ceremonies, or other times noted by Track Officials, should engines be running. Failure to comply may result in a \$250 fine.

1-10 General Race Procedures:

Speedway follows the NASCAR Advance Auto Parts Weekly Series Rule Book as it relates to Race Procedures. The following Speedway Rules may differ or be in addition to the NASCAR Advance Auto Parts Weekly Series Rule Book Rules. Each Event's specific race Procedures will be made known at the drivers' meeting, including any special Rules for specific Events.

A. Event Qualifying (for divisions that Group Qualify):

1. Group qualifying groups are set via the reverse order of overall combined practice speeds. Number of groups and cars in each group will be set based on the overall Event car count.
2. Groups will be given five (5) green flag laps to qualify.
3. In the event of a caution during the qualifying session:
 - i. In the event of a caution during the five laps, the cars in the group will be brought back to pit road and will be given the option to requalify. Teams can elect not to participate.
 - ii. All cars in the group will be brought back down pit road and go back in line at the tail of the qualifying line (not in a pit stall). Groups that need to re-qualify will be permitted to have three (3) green flag laps minimum. If the group originally did not complete a lap, they will be permitted to use all five (5) laps again.
 - iii. The car(s) that brought out the caution in that specific group will not be allowed to qualify again.
 1. If there is not adequate time or, if there is not another group left to qualify, five (5) minutes will be given to the teams in the group.
 - a. During this time, teams will be allowed to cool race vehicles using fans and adjust air pressures. No other adjustments can be made.
4. If a team has a legitimate mechanical problem in line for qualifying:
 - i. The team will be given five (5) minutes to fix the issues as authorized by Track Officials. Once the issue is resolved within the time allotted, the car will qualify at the next best time as directed by Track Officials.
 - ii. If the team cannot fix the issue within the five (5) minutes, they will not be permitted to qualify.

B. Rough driving will be dealt with through fines, suspension and/or in-race penalties towards the offending Competitor. Additional penalties may be issued towards the entire team.

C. Intentionally causing a caution will be an automatic one-lap penalty. Intentionally causing a caution is a judgement call.

D. Starts and restarts:

1. Starts and restarts are double file.
2. For the initial start, the pole sitter has lane choice. The flagman starts the race and the pole sitter must cross the start/finish line first. All cars must stay in line and not pass before cross the start/finish line.
3. Restarts are double file via the choose rule. There is an orange painted "V" with an orange box inside it on the frontstretch on the Turn 4 side of the start/finish line.
 - i. The V should be treated as a cone – you should choose inside or outside when passing it when the "one-to-go" signal is given.
 - ii. Intentionally running over the orange box inside the V, changing lanes after choosing and/or impeding or slowing down the choose process will result in a tail of the field penalty.
 - iii. The following Competitors cannot choose: those involved in an incident, those who pit and those under penalty.
4. For restarts, the restart zone is noted by double red marks (start of zone) and a single red mark (end of zone) on the inside and outside walls. The leader must start within the zone. If the leader does not restart the Race by the end of the zone (single red mark), the flagman only will restart the race.
5. On restarts, the leader does not have to be the first to cross the start/finish line. All cars must stay in line (and not fan out) until crossing the start/finish line.
6. If a start or restart is deemed as jumped, the caution will be displayed on the backstretch and there will be another attempt at a successful start/restart.
 - i. If, after the second attempt, the start/restart is jumped, the caution will be displayed on the backstretch, the front row will be moved to the second row and the second row will attempt to start/restart the race; the inside position will be considered the control car in this scenario.
 1. This rule does not apply to the July 2, 2022, 200-lap Late Model Stock Car Race.

7. Lineups:

- i. Once the caution is displayed, Race Control will begin lining up cars. Lead lap cars in the front, followed by lapped down cars in order of running, free pass, then penalty cars, followed by cars coming off pit road after the one-to-go has been given. There is no "blend rule" for those involved in a caution – cars involved in an incident will go to the rear of their respective lap (lead lap or lap down).
- ii. Free Pass is in effect throughout the race. Free Pass should pass to the outside when instructed to do so by Race Control.
- iii. There is no "blend rule" for those involved in an incident. Cars involved in an incident go to the rear of their respective lap.
- iv. Your position is determined by your last completed green flag lap.

E. If you are black-flagged, you have two laps to come to pit road or Race Control will stop the scoring of your car.

F. If you are involved in an incident:

1. Remain in your car with your belts buckled until the safety team is on scene. Let your window net down.
2. At no point, should anyone approach or go onto the racing surface.

G. Pit Road:

1. The pit road flow is entering in Turn 2 and exiting in Turn 1. It is continuous. Unless it is an absolute emergency, you cannot enter in Turn 4 from the racing surface. Entering in Turn 4 will result in a tail of the field penalty for improper pit entry.
 2. Reckless driving/speeding on pit road will result in penalties.
- H. Finish:
1. If, in the closing laps, there is a caution before the white flag, there may be up to three attempts at a green-white-checkered finish.
 2. Once the leader receives the white flag, the race is over and will conclude under caution. Speedway will revert to the last completed green flag lap for the final race result, minus cars involved in an incident and will use any means to determine the final race result that it deems necessary (transponders, video, etc.).
- I. Competition cautions/stage breaks/segments:
1. Speedway reserves the right to utilize competition cautions/stage breaks/segments to promote entertaining competition. Track Officials will make any specific Procedures known in the drivers' meeting.
- J. Any Competitor that brings out more three (3) yellow flags in a race will be parked.

1-11 Protests:

- A. A protest can only be lodged against the car/Competitor that finishes directly ahead of the car/Competitor filing the protest. Any accepted protests will be inspected at the end of an Event.
- B. A car/Competitor that lodges the protest is subject to same inspection or more that is contained in the written protest. This is at the discretion of the Competition Director.
- C. If another part is discovered that is not in compliance with the Speedway or NASCAR Advance Auto Parts Weekly Series Rule Book while inspecting for the protested items, then the protested car/Competitor will be deemed not in compliance with the Rules and penalized accordingly.
- D. Specific protest amounts are stated in Rules for each specific division.
 1. The Speedway will retain one-half of the protest price for each item that is protested.
 2. If protested car is found to be in compliance with the Rules, remainder of money goes to Competitor of car being protested.
 3. If protested car is found to be illegal, protested car is disqualified and remainder of money goes to the competitor filing the protest.
- E. All protest must be presented and signed by Competitor only in writing and with money (cash only) in hand within 20 minutes post-checked flag for the respective car's division. Absolutely no pooling of money permitted.
- F. During the protest inspection teardown, only crew members of the protested car and one (1) representative from Protester, (driver or crew chief) are allowed in the inspection area.
- G. During FINAL inspection of protested part(s), only one (1) representative from protestor (driver or crew chief) and one (1) representative from protested car are allowed in inspection area.
- H. The decision of the Track Officials on interpretation of Rules, scoring, flagging, and race Procedures are final and non-appealable.

- I. No equipment/items are considered approved by reason of having passed through inspection unobserved. Any equipment that does not conform to Speedway Rules or NASCAR Rules will not be eligible and are subject to be confiscated.
- J. Protest involving local, Speedway, or general Rules specifying a minimum or maximum tolerance of racing equipment, such as piston displacement, wheelbase, etc., shall be determined by Speedway and NASCAR officials and cannot be appealed. Decisions made by Speedway and/or NASCAR Officials assigned to them are final.
- K. NASCAR and/or Speedway will confiscate all illegal parts.
- L. For protest fees, refer to the specific division's rules and/or the NASCAR LMSC Rule Book.

1-12 Inspections:

- A. After entering the Speedway, all cars are eligible for any type of inspection at any time. Failure to comply with inspection will result in penalties.
- B. Number of cars and items for post-race inspection will be at the discretion of Track Officials.
- C. No equipment/items are considered approved by reason of having passed through inspection unobserved. Any equipment that does not conform to Speedway or NASCAR Advance Auto Parts Weekly Series Rules will not be eligible and are subject to be confiscated.

1-13 Weight – Support Divisions

- A. The weight “burn-off” allowance after all races is three-quarters (3/4) of a pound per lap with no tolerance. Half of the allowance is for right side weight. When running twin races, weight will be the same for the one race. Weights are subject to change for competition reason.
- B. Added balanced weight must be mounted on car with a minimum one-half (1/2) inch bolts and lock nuts.
- C. All added weight must be painted white on all sides and stamped on all sides and ends with corresponding car number. If, during inspections, lead is found not to be stamped, painted and mounted correctly, driver will be subject to fines.
- D. If, during post-race inspections, lead is found not to be stamped, painted and mounted correctly it will result in a mandatory disqualification – absolutely no exceptions.
- E. Tungsten weight is not permitted.
- F. For additional information, refer to the NASCAR Advance Auto Parts Weekly Series Rule Book.

1-14 Transponders – All Divisions:

- A. Transponders are mandatory for Late Model Stock Car, Limited Sportsman, Pure Stock and Hornets divisions. Transponders must be AMB/MyLaps motorsports transponders. Transponders must be mounted in accordance with the NASCAR Advance Auto Parts Weekly Series Rule Book.

1-15 Speedway Championship Point Standings:

A. The Speedway championship point standings are figured as follows:

1. 30	8. 23	15. 16	22. 9	29. 2
2. 29	9. 22	16. 15	23. 8	30-end of field. 1
3. 28	10. 21	17. 14	24. 7	<u>Bonus points:</u>
4. 27	11. 20	18. 13	25. 6	-Winning – 1
5. 26	12. 19	19. 12	26. 5	-Winning from last place – 3
6. 25	13. 18	20. 11	27. 4	*Maximum points that can be awarded – 33
7. 24	14. 17	21. 10	28. 3	

B. A Competitor may elect to start at the rear of the field in 50% of the Season's Events and must inform a Track Official in the technical inspection area within five (5) minutes post-qualifying for their respective division.

C. A Competitor will not be eligible for additional bonus points if they are sent to the rear of the field via a penalty post-qualifying.

1-16 Scoring Handicapping

A. To promote entertaining competition, Speedway invokes "handicapping" in all divisions.

B. Late Model Stock Car/Limited Sportsman/Pure Stock – after two (2) consecutive race wins, Competitor must start mid-field. Mid-field is determined by the half of the cars entered into the race and in the event of uneven amount, competitor will be placed closer to the rear of the field than the front of the field. Competitor is eligible to use races in which they are handicapped to the rear of the field as part of their 50% for bonus points but must make it known to Track Officials per the procedure outlined in 1-15 Championship Point Standings.

C. Hornets – after one (1) win, Competitor must start at the rear of the field. Competitor is eligible to use races in which they are handicapped to the rear of the field as part of their 50% for bonus points but must make it known to Track Officials per the procedure outlined in 1-15 Championship Point Standings.