



2024 Easy-Kleen Super Late Model Series

Procedure Rules



2024 PROCEDURE RULES

WELCOME

The following is information on how all Super Late Model Series (SLMS) events are organized and the rules that govern them. Please read it carefully. Ignorance of the rules will not be accepted as an excuse for infractions.

The successful presentation of racing events requires that we each keep in mind that our first obligation is to the **Racing Fan**, who keeps us both in operation. When we consistently offer well-controlled and entertaining events, everyone will be successful. Remember, it's "[FOR THE FANS](#)".

Success in presenting entertaining, crowd-pleasing shows rests on clear communications. The rules set forth conditions under which competitors will race. It is essential that you know and understand them. We will apply them fairly, and when necessary, interpret them justly.

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 all 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 property damage nor injury or death to a participant, spectator, or official.

The Race Director shall be empowered to permit any deviations from any of the specifications herein or to impose any further restrictions that in his or her opinion do 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**.



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1. DISCLAIMER

- 1.1. The rules listed herein are effective from January 1, 2024 until December 31, 2024. The following rules supersede all previous published rules for any SLMS racing.
- 1.2. SLMS management reserves the right to alter any or all of these rules and procedures when deemed necessary.
- 1.3. Race procedure calls are considered judgment calls and are non-litigable.



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2. REVISIONS



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3. NOTICES

- 3.1. Performance, Advertising & Promotion Release: That SLMS and its assigns may use their name(s), picture(s), likeness(es) and performance(s) in any way, medium or material (including without limitation by and through television, radio, air wave, cable and satellite 4 broadcasts, film productions, videotape and audiotape reproductions, transmission over the internet, video games or other SLMS licenses products and public and private online services authorized by SLMS and the like, before, during and after the event, for promoting, advertising, recording or reporting the event or any other SLMS sanctioned event, and do hereby relinquish all rights thereto for these purposes, provided that the car owner and driver retain exclusive use of its name, picture and likeness in connections with product endorsements and the sale of products, services, concessions, and merchandise.
- 3.2. SLMS reserves the right to approve or disapprove any advertising, sponsorship, message, or similar agreement in connection with any event. SLMS competitors agree to accept any SLMS decision in the event such judgment occurs.
- 3.3. SLMS reserves the right to require series sponsor decals on all cars. No competing series decals will be allowed on cars.
- 3.4. SLMS reserves the right to place a series sponsor decal at the top of the windshield, quarter window, B-pillar and/or C-pillar.
- 3.5. Decals must be adhered to the race car as outlined by SLMS.
- 3.6. SLMS reserves the appropriate area on both front fenders both in front and/or behind the wheel for the placement of series sponsors and contingency sponsor decals.
- 3.7. MANDATORY: Teams must have a minimum 5 OR 10 LBS fully charged fire extinguisher in their pit area by the back ramp door of their trailer.
- 3.8. All specifications and regulations contained herein are subject to immediate change – without notice – as determined by the Race Director.
- 3.9. SLMS reserves the right to change – without notice – schedule and event purses.



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4. DEFINITIONS

- 4.1. "SLMS" shall mean the *Super Late Model Series*.
- 4.2. "SLMS Officials" shall refer to specific members of staff on race day.
- 4.2. "Member" shall mean all those individuals who have signed in to the pit area at 2024 events.
- 4.3. "Event" shall refer to the SLMS sanctioned event, including, but not limited to, practice days and race days.
- 4.4. "Promoter" shall refer to such an individual, owner, president, principal, etc. -who represents the track at an SLMS event.
- 4.5. "Participant" shall refer to anyone signed into any SLMS sanctioned events.
- 4.6. **Post-Race Technical Disqualification:** The driver or car which fails post-race technical inspection will be subject to disqualification.
 - 4.6.1. Disqualifications based on illegal parts (hard part) will result in loss of credit for an official finishing position, including the loss of prize monies, trophies, and points for that event and may be subject to further suspension of the driver, car, car owner, crew, or all the above.
 - 4.6.2. Disqualifications based on an adjustable infraction will result in loss of credit for an official finishing position, including the loss of prize monies, and trophies for that race and may be subject to further suspension of the driver, car, car owner, crew, or all the above. Competitors will receive last place points for the feature race event. Heat race points will stand.
 - 4.6.3. Heat race disqualifications of any kind will result in competitors receiving last place points for that heat race. Competitors will also start the feature event at the back of the grid.
- 4.7. Competition Disqualification (Black Flag): A black flag means disqualification. The driver/car being issued a black flag may be disqualified for just the current race or from the entire event depending on the severity of the infraction. The driver will be notified by race officials which level of disqualification is assessed.
 - 4.7.1. A driver/car issued a black flag in a heat or feature race only shall be scored as a last place finish for that race. This will supersede if another competitor was out of competition before the infraction.
 - 4.7.2. A driver/car black flagged for the entire event shall be subject to the loss of credit for an official finishing position, including the loss of prize monies and/or points at the discretion of the Race Director.
- 4.8. A 'Parked' car will be any car causing 3 cautions in a single feature event. They will be instructed to go to the pits via Race Director and have their scoring stopped. The driver is



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scored as completing laps they ran at the time of being sent to the pits. A parked car will retain any points, contingencies and prize monies earned.

5. GENERAL

- 5.1. All participants desiring admission to the pit area must be registered with the host race track's insurance policy. It is the responsibility of drivers and teams to ensure they understand and complete proper paper waiver and/or electronic waiver forms to satisfy a host track's requirements.
- 5.2. All drivers must be at least 16 years of age. No exceptions.
- 5.3. SLMS will hold a drivers meeting at each event. Attendance is mandatory from both driver and spotter of each team. Failure to do so will result in starting at the back of the field for both heat and feature races.
- 5.4. SLMS tracks will not allow any SLMS cars to test at the next race facility for 7 days prior to that event. If the event is on a Saturday, the Saturday 1 week before will be blacked out.
 - 5.4.1. Exception to this rule will be the *first* event at each location, the track will have a Friday night open practice for SLMS teams to attend.
- 5.5. Each SLMS team must have their own spotter. Each team will be responsible for their spotter. This spotter **MUST** be capable of monitoring Race Control (170.940) even when the team's primary frequency is in use. Spotter is responsible for communicating messages from race control to driver and team.
- 5.6. All participants are required to conduct themselves in an orderly manner not detrimental to the continuance of the racing event.
- 5.7. Drivers are responsible for the conduct of all persons signed in on their car. Penalties incurred by a crew member may affect a driver.
- 5.8. Anyone, who by word or deed disrupts, impedes, jeopardizes, or in any manner hinders the smooth and orderly presentation of the racing program, or anyone who commits, or causes to be committed, any action detrimental to stock car racing or SLMS will be considered to have abused the privileges of participation in the event and may be subject to the cancellation of these privileges or disqualification as determined by management or series officials.
- 5.9. Any person who has evidence of alcoholic beverages or chemical substances about his/her person, or who is seen by an official taking either during a race meet, may be either denied admission or asked to leave the property, and may be subject to further action at the discretion of SLMS management.
- 5.10. Any person involved in a fight may be removed from the premises, disqualified, or suspended.
- 5.11. All cars and drivers must be registered, including paid registration fee, before being allowed to participate in any SLMS event.
- 5.12. All teams competing must purchase 4 new race tires for the event.



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- 5.13. A driver will register to only one car/chassis per event. A driver will only qualify one car per event.
- 5.14. Any car/driver that is with SLMS, that requires a replacement driver, the replacement driver must drive the same car/chassis that is regularly driven by the driver that is being replaced. All driver changes must be brought to the attention of the **Race Director** prior to participating in any event and **before** the Drivers Meeting. SLMS reserves the right to re-handicap the car and have that car start at the rear of the field.
- 5.14.1. A replacement driver may only be eligible one time within the season with appropriate reasoning as approved by the Race Director.
- 5.15. Once a car has been registered for any event, the number may not be switched to another car, nor can a back-up car be used, unless approved by the Race Director. Any cars bought (or borrowed) in the pit area must not be raced under a different number until the next event, unless approved by the Race Director. A double show on the same day will be considered one event for this rule.
- 5.16. Drivers, car owners, sponsors, crew members, or anyone associated with a car shall have no claim against the series, track, or its officials, agents, or contractors by reason of disqualifications, penalization, damage to either vehicles, personal property, or personal injuries.
- 5.17. Following the completion of each race, all drivers except the top 3, and any others indicated by track officials, shall proceed around the track, and enter the pit area slowly.
- 5.18. Speeding or imprudent driving in the pit area at any time will not be tolerated. May result in disqualification from current and future events.
- 5.19. No members of a team (pit crew) may leave the pits and enter the racing surface at any time without permission of the race officials. If member(s) of the crew enter the racing surface without permission, the car they are signed in under may receive penalties. Refer to **Section 20 - Penalties**.
- 5.20. No arguments with, or gestures toward tow truck drivers, first aid attendants, safety crews, officials, or other track / series personnel will be tolerated.
- 5.21. Anyone who goes to the flag stand or tower to protest or otherwise jeopardizes the flow of the racing program can be disqualified from the entire race event, further actions may be taken by SLMS.
- 5.22. Cars that cause three yellows in the same race, or any car that is deemed to be causing unnecessary interference to the rest of the field will be parked at the discretion of the race director.
- 5.23. No on-track repairs or adjustments of any kind are allowed on the racing surface. These will be treated the same as a pit stop. Cars may pit at any time. Should they rejoin the field they must do so in a safe manner. If they rejoin the field during a yellow or red flag period, they must wait at the top of pit road until the field is lined up and/or they are instructed to join the rear of the field.
- 5.24. All cars must meet the minimum requirements, as outlined in the building rules.
- 5.25. Any participant who has been injured, no matter how minor the injury, must report to



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- the track management and the first aid attendants at the time of the accident.
- 5.26. If your car catches fire, drive into the infield or closest fire crew as quickly as possible. The fire crew will then attend to the situation.
- 5.27. Jack stands, or similar safety devices, must be always used when working beneath a vehicle. Failure to do this will result in penalties for the event.
- 5.28. The Scoring Director for an event is responsible for scoring the event. The decisions of the Scoring Director, with respect to timing and scoring, are final unless the Scoring Director elects to request a re-check by Race Director or when the Scoring Director is asked by a listed driver or owner who has competed in the event to submit a request for such recheck within the 1 hour window after the race.
- 5.29. When possible, the UNOFFICIAL finish will be posted on social media within one (1) hour of the checkered flag.
- 5.30. A scoring protest must be written and accompanied by a \$250.00 NON-REFUNDABLE service fee and be presented to the *Race Director* or *Scoring Director* within one (1) hour of the checkered flag being flown. No protests will be accepted after that time.
- 5.31. Any person in a restricted area who refuses to obey the request of an official may be subject to further action by SLMS or track management.
- 5.32. Decisions of officials are final.



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6. REGISTRATION

- 6.1. The Annual Driver and Team Registration will be \$500.00 when paid before March 15th, 2024. This fee is non-refundable.
- 6.2. Single Event Registration will be \$150.00.
 - 6.2.1. The single event registration will be eligible for that event only and cannot be applied to another event or annual Fee.
- 6.3. It is mandatory for all competing drivers and cars to be registered for an event in which they participate.
- 6.4. Each race team must complete SLMS registration forms prior to participation in any SLMS event.
- 6.5. Each team assumes responsibility for notification to SLMS of any change in address.
- 6.6. Car numbers are assigned by SLMS on an annual basis. SLMS officials will assign numbers after receipt of annual registration forms accompanied by the annual registration fee.



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7. Race Day Procedure

- 7.1. Pit gates open approximately 5-6 hours before posted start time. Please check each week's information at SLMS.CA. A full event format will be published on the SLMS website, as well as from the host track.
- 7.2. Pre-race inspection begins immediately after pit gates open.
- 7.3. Practice typically begins 4 hours before posted start time.
- 7.4. Tire Selection order will be the reverse order of the previous events finish order.
 - 7.4.1. Full time SLMS competitors will be first priority
 - 7.4.2. Part time SLMS competitors will be second priority.
 - 7.4.3. First time competitors will be third priority.
- 7.5. Tire selection will take place shortly after pit gates open. Selection will be broken down into groups of 3 or 4 teams and have 8 minutes total to select their four tires.
 - 7.5.1. Each team will be allowed to have 2 people pick tires for them. These two people cannot pick for subsequent teams.
- 7.6. Race tires will be marked and serial numbers recorded. Teams are required to race on these tires for all heat and feature laps.
- 7.7. Replacing tires due to damage before feature time must be approved by officials before replacement.
- 7.8. Changing a spare tire during a race must be done with a registered SLMS tire, either practice or previous race set.
- 7.9. Teams will be allowed to register one set of practice tires for the season. SLMS teams must practice on race day with anything registered with SLMS; practice tires, or previous race tires or any combination.
- 7.10. Line-ups will be posted at least one (1) half-hour before posted start time.
- 7.11. Line-ups begin 20 minutes before posted start time.



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8. INSPECTION

- 8.1. All cars must report to the tech area for pre-race inspection. Cars will not be permitted on the racing surface until they have been inspected unless otherwise directed by series staff.
- 8.2. The deadline for pre-race inspection is one (1) half-hour before the posted start time. Any cars that fail to clear inspection by the appointed time may be penalized by starting at the rear of any heat and/or feature. Any car that cannot make inspection in time due to unforeseen circumstances must contact the tech director to explain the delay. If an inspection line hinders a car's timely movement in tech, then the tech director will notify teams as to anticipated completion time and allowances will be made.
- 8.3. **Pre-Race Technical or Safety Disqualification:** The driver or car which fails to pass pre-race tech/safety rules will be unable to participate in any event until such time as the infraction/infractions have been rectified to the satisfaction of the race technical director.
- 8.4. SLMS reserves the right to inspect any car at any time.
- 8.5. Any illegal parts or tires found fitted to a car may be confiscated by SLMS management. If the illegal parts are found in post-race inspection, the car could be disqualified from the entire event. Refusal to forfeit illegal parts, or refusal to tear down or be inspected, or weighted, will result in disqualification and could lead to suspension from further events
- 8.6. Any competitor that finishes in the top four (4) may be required, at their expense, to disassemble any parts of the car engine or other parts for inspection purposes.



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9. FLAGS

- 9.1. **Green Flag:** The green flag indicates the start or restart of the race.
- 9.2. **Yellow Flag:** The yellow flag indicates a caution, and will be displayed when, in the opinion of the Race Director, there is no immediate danger to anyone in competition, but the field must be slowed to enable clean-up or removal procedures. All cars will safely slow down to pace car speed and immediately fall into single file formation behind the pace car and remain there until instructed to “Choose” by the Race Director (as outlined in **Section 12.6** for heat races and **Section 13.15** for feature events.. The restart line-up will be determined from the running order on the last completed lap of the majority of the field.
- 9.2.1. Should the yellow flag wave before the leader has taken the **checkered flag** under green, a ‘Green-White-Checkered’ restart will take place.
- 9.2.1.1. SLMS will engage in up to 3 Green-White-Checkered restart attempts to finish the race under green flag conditions. If the third attempt at a restart is needed, it will be a **Single File Restart**.
- 9.3. **Red Flag:** The red flag will be displayed when race control determines there is immediate danger or a serious safety risk that requires the race to stop immediately. When the red flag is displayed, all drivers are to stop their cars quickly and safely. When the red flag period ends, the yellow flag will be displayed, and standard caution procedures will follow.
- 9.3.1. Drivers and crews are not permitted to work on their cars under a red flag condition, unless otherwise directed by the Tech Director or Race Director. Working on cars under a red flag will result in a 2-lap penalty and not be eligible for the Lucky Dog.
- 9.3.2. If a car cannot restart under its own power after the red flag, track officials will attempt to push start the car. There will be no penalty to do this provided the car does not pit.
- 9.4. **White Flag:** The white flag is thrown to the leader to indicate that they are on the final lap of the race. All other cars will be shown the white flag to indicate their final lap regardless of how many laps they have completed.
- 9.5. **Checkered Flag:** The checkered flag indicates the completion of the race.
- 9.6. **Black and Orange (Meatball) Flag:** The black and orange flag (meatball) is a black flag with an orange circle in the middle and is shown to a competitor who is having apparent mechanical difficulties (e.g. fluid leak or car damage in an unsafe



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manner.). When shown this flag, a competitor must go to the pits. Should they be able to make satisfactory repairs to rectify the issue, they may rejoin the field at any time during the race.

9.6.1. Failure to respond to a Blank and Orange flag after 3 laps of being shown will result in a yellow flag to the field and the offending car receiving a black flag and not eligible to return to competition for that event.

9.7. **Black Flag:** The black flag indicates disqualification from that race.

9.7.1. If, in the opinion of the officials, the black flag was thrown for a deliberate unsportsmanlike manoeuvre then the offending car and driver could be disqualified for the entire event and subject to further action at the discretion of SLMS management or officials.

9.7.2. If, in the opinion of the officials, the black flag was thrown because of over-aggressiveness or impatience on the part of the driver, then that car will be awarded a last place finish for that race only.

9.7.3. Should the offending car and/or driver receive several black flags for rough driving throughout the season, the car and/or driver could be disqualified for an entire event or longer.

9.8. **Blue Flag with Yellow Stripe (Move Over Flag):** The blue flag with yellow stripe is an indication to a driver about to be lapped that the leaders are approaching and that he should hold his line (on the inside) and show respect for the faster cars.

9.9. Any car that stops on the racetrack during a green flag condition and brings out a yellow flag deemed intentional, such as for a flat tire, out of fuel or intentional stop, will have a 2-lap penalty and be ineligible for the Lucky Dog, at the discretion of the Race Director. If drivers have an issue, they are expected to head to the pits or pull into the infield, provided it is safe to do so, to ensure the race continues.

9.10. Any car/driver that passes the pace vehicle on the track will receive a 2-lap penalty unless otherwise directed by the Race Director over the radio.

9.11. Any car/driver that does not stop at the track entrance when the track official is displaying the "STOP SIGN" paddle will be black flagged and parked for the remainder of the event.



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10. DRIVER INTRODUCTIONS

- 10.1. When possible, SLMS will do out-of-car driver introductions for the fans. This might at times include an on-track or off-track autograph session.
- 10.2. SLMS will line cars up in Grid formation, Drivers are expected to have their fire suits on fully, stand at the passenger front area of their car, and salute the fans when called.
- 10.3. We will Introduce the entire driver starting grid, then play the National Anthem with all Drivers and Teams standing beside their cars. After the Anthems drivers will be instructed to get ready for competition and wait command to fire.
- 10.4. All drivers must be on time to compete in the events for which they are scheduled. Any driver late for the autograph session and/or driver introductions, as determined by SLMS Officials, shall be relegated to the rear of the field prior to the start of the race.



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11. INITIAL START / RESTART

- 11.1. Drivers will start the race based on their position as determined by **Section 12 - Heat Race Procedures**.
- 11.2. All starts and restarts will be governed by a starting box / "Restart Zone". The starting box will start somewhere between the middle of turns 3 and 4, and end near the exit of turn 4, and will be indicated by painted lines on the track and / or lines painted on the wall and / or orange cones placed in the infield. This will be clarified from track to track.
- 11.3. Starting box procedures will be as follows:
 - 11.3.1. Once the "one to green" has been signalled, the pace car lights will turn off and the pace car will pull off the track.
 - 11.3.2. The front row will maintain pace car speed until they reach the starting box indicated by the first line - in the middle of turns 3 & 4.
 - 11.3.3. Once the leader crosses the first line of the starting box, the leader can start the race at any time within the starting box. The second-place car cannot accelerate before the leader in the starting box. When the leader accelerates to restart the race, the starter will wave the green flag.
 - 11.3.4. Should the leader not restart the race before the end of the starting box, the starter will throw the green flag to restart the race. it's a green flag race if the leader has not started.
 - 11.3.5. Drivers are not to pull out of line for the purpose of advancing their position on a start/restart until they have crossed the start/finish line. Pulling out of line to make a 3-wide pass prior to the start/finish line will constitute a restart violation, unless deemed the move was necessary to avoid an incident at the discretion of the Race Director.
 - 11.3.6. False starts will be yellowed in turn 2 / back stretch, and all cars will be expected to fall back in their start/restart line-up, as they were, immediately. The pace car will pull back onto the track to reset pace speed.
 - 11.3.7. The person or persons deemed responsible for the false start will be at the discretion of the Race Director. Competitors who have two false starts in one race will be sent to the back of the longest line.



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12. HEAT RACE PROCEDURES

12.1. Unless otherwise stated, heat races will be conducted at each event. Heat races will be 10 laps in length unless otherwise stated. Points will be awarded for heat races as per **Section 14 - POINTS**, and heat races will serve as qualifying for all feature events, with the feature lineup being set as set forth here-in.

12.2. Heat race starting positions will be determined by a draw of all teams registered for that event. This will be done by officials in a random draw generator. Any car not registered in time will be put to the back of the qualifying heats.

The number of cars registered will determine the number of heat races to be contested. The driver who draws #1 will start on the pole of heat race one, #2 will start on the pole of heat race two, and so on depending on the number of heat races. For example and clarity, the draw order would be as follows for any event with three (3) heat races:

#1 draw: 1st in Heat Race one
#2 draw: 1st in Heat Race two
#3 draw: 1st in Heat Race three
#4 draw: 2nd in Heat Race one
#5 draw: 2nd in Heat Race two
etc.

12.4. Line-ups will be posted as soon as possible and in the pit area. Drivers are responsible for knowing which event they are in and for getting to the line-up area on time.

12.5. Cars will be lined up in the pit line-up lane in their proper starting order. Any car that is called to the line-up and does not come immediately will be positioned at the discretion of the line-up official. The race that a car is listed as being eligible for is the only race it may enter. No car can join a different race. e.g., If you are listed as being in the second heat, you cannot start at the rear of the third heat. No cars will hot-lap at the rear of a race.

12.6. Drivers will double up in standard fashion, with all cars starting in odd numbered positions lining up in the inside lane, and all cars in even numbered positions lining up in the outside lane. This will hold true for all Heat race starts **and** restarts.

12.7. Super Late Model Series events will use a 'Passing Points' +/- system to determine the feature starting line-up positions.

12.8. Drivers will score a point total depending on their change in position from the start to finish of a heat race. The feature line-up will be set with the driver earning the highest passing points total starting on the pole, with the remainder of the line-up set in descending passing points order, with the lowest passing points total starting last.

12.9. Passing points are awarded as follows:

12.9.1. Each Driver will be awarded +1 point per position they gain in the heat race from their starting position. **Ex. Starting 5th and finishing 2nd would yield a passing point**



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score of +3.

- 12.9.2. Each Driver will be awarded -1 point, per position they lose in the heat race from their starting position. **Ex.** *Starting 2nd and Finishing 4th would yield a passing point score of -2.*
- 12.9.3. The lone exception to this, is should a competitor start on the pole AND win their heat race (start first and finish first), they will receive a bonus point of +1 as opposed to receiving a point total of 0 points.
- 12.10. During an event, there will be several drivers who will achieve the same passing points total. Ties in passing points will be decided by the following procedures:
- 12.10.1. A competitor's finishing position in the heat race will serve as the first tiebreaker, with the advantage going to the better heat race finish. **Ex.** *If two competitors have +4 points, and one of them finished 2nd and the other finished 3rd, the 2nd place finisher would qualify ahead of the 3rd place finisher.*
- 12.10.2. If two competitors finish in the same position in different heats AND have the same passing points total, the second and final tiebreaker will be the heat race which the tied competitors competed in. Heat 1 will trump heat 2, which will trump heat 3, and so on. **Ex.** *Both competitors have +3 points, but also finished second place in their Heat races, Heats 1 and 3 respectively. The competitor who finished 2nd in Heat race 1 will qualify ahead of the competitor who finished 2nd in Heat race 3.*
- 12.11. **If a competitor chooses to start at the back of their heat race, for whatever reason. They will automatically be lined up at the back of all subsequent races for that event.**
- 12.12. Passing points do not count towards, nor have any direct bearing on, SLMS season championship points.
- 12.13. When an odd number of entrants must be divided into heats, the first heat or two will have the higher number of cars.
- 12.14. SLMS will start a maximum of 28 cars in the Feature of every race event. This can be adjusted on race day at the discretion of the Race Director.
- 12.15. If there are more than 28 cars, the number of qualifiers from each heat race and B-Feature will be communicated to teams during the driver's meeting. A last chance race may be contested. Non-Qualifying cars will receive prize money as outlined in **Section 15 - Payouts.**
- 12.15.1. SLMS Provisionals may be used at times at discretion of officials and event promoter.



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- 12.16. Qualifying positions will stand for the entire event. NO positions may be bought, sold, traded, given away, etc.
- 12.17. If qualifying is unable to be completed, the starting field will be determined by the combined times recorded in both practice sessions. If the second practice session was not held then the starting field will be determined by times from the first practice session. If practice and qualifying are both unable to be held, the starting field will be determined by SLMS owner point standings
- 12.18. In lieu of qualifying through heat races and the passing points system, there could be occasions where qualifying would be determined by other means. Competitors will be informed of any changes to qualifying procedures prior to the week of the event.



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13. FEATURE RACE PROCEDURES

- 13.1. Line up for feature race will be traditional, odd number starting positions in the inside row and even numbers in the outside row.
- 13.2. Cars that qualified to advance to the feature, but fail to answer the call to line-up for the race, will forfeit their spot to the next car in line. Only those who qualified for a race can enter that race.
- 13.3. Any car that wins the previous event, cannot start their next feature race any better than 50% of the field.
 - 13.3.1. 50% will be calculated off the total number of SLMS cars in the pits.
 - 13.3.2. An odd number of entrants would see the 50% rule rounded up. If there is 21, the competitor would start 11th.
- 13.4. A caution period will be initiated at any point in which there is an issue on the track that requires attention. A caution will be called by the Race Director and indicated by the yellow flag being waved and caution lights around the speedway being illuminated.
- 13.5. When a caution is called, drivers are to be on alert for the hazard while slowing to a safe pace car speed. The pace car will pace the field, picking up the leader of the race.
- 13.6. During a caution, cars will be lined up single file in the order they were on the last completed lap of the entire field, as determined by officials.
- 13.7. SLMS events will default to “no fault” racing. Two cars involved to cause the yellow to come out, will be taken as both at fault for the caution and moved to the rear of the field. This is at the discretion of the Race Director. More than two cars could be taken to the tail of the field if needed.
 - 13.7.1. In situations where two cars make contact and continue forward, but a caution is caused further back in the field as a result of the original contact, the Race Director may call no one at fault for the yellow.
- 13.8. SLMS events will utilize the “tap-out” rule.
 - 13.8.1. Any driver who feels they were at fault for an incident can stop at the start-finish line and tap the roof of their car to accept blame for the incident. When a driver taps out, they will take sole responsibility for the caution and go to the back alone. All other competitors involved will get their position back, provided they do not pit or need assistance to get going again. If a



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competitor's car is disabled, they are to tell the emergency crews to communicate the tap.

- 13.9. Any car black flagged in a race, and is involved in a yellow, may be the only car at fault at the discretion of the Race Director
- 13.10. Any car deemed by officials to have spun to avoid the caution, will be given its position back provided they do not require assistance to get going again.
- 13.11. Pit road will not be manually opened or closed during SLMS events, unless explicitly said by Race Control on the radio due to accident scene blocking the area. Teams will be allowed to pit at their discretion.
- 13.12. During a caution period, drivers who enter the pit area will forfeit their running position and will rejoin the back of the field in line in order of how they exit the pit. Cars on the lead lap will line up in line with cars one (1) lap down and ahead of multiple lap down cars provided the field has not crossed up.
- 13.13. Cars one (1) lap down will be pulled out of the restart line up around $\frac{3}{4}$ of the completion of the race at the discretion of the Race Director. Cars multiple laps down could be pulled to the back of the back at any restart. Race Director may elect to keep them inline if they are making forward progress and not impeding the race.
 - 13.13.1. Note: Rule 13.13 will override rule 13.12 when activated. Meaning late in a race, provided cars are still single file under caution, all lead lap cars (even those who have pitted) will restart together ahead of all lapped cars single or multiple.
- 13.14. Cars on the tail of the lead lap, in front of the race leader, and immediately behind the pace car may be directed to pass the pace car and proceed to the rear of the field and will be credited for getting one (1) lap back. These cars may not advance until directed by the Race Director. Additionally, these cars are not eligible to pit after advancing the pace car.
- 13.15. The 'Choose' Rule will be in effect for all SLMS Feature race events for restarts only. Once the restart line up is correct, competitors will be instructed to 'Choose' their lane.
 - 13.15.1. While coming to two (2) or three (3) laps until green, the call will be made by Race Control via radio, and the flagman will signal for drivers to choose their lane.
 - 13.15.2. Each track will have a painted marker on the track on the backstretch. This will be the location for the choose. Drivers must commit to



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their line for the restart by the time they reach this marker. Drivers will choose either the top line by going above the choose marker, or the inside lane by going below the choose marker.

- 13.15.3. The next time by the start finish line, the signal will be given for one (1) to go until the restart.
- 13.16. Any driver that changes their line after the choose marker will be docked one (1) lap by Race Control and not be eligible for the Lucky Dog for the rest of the event. This will not delay the green flag; the competitor will be informed about the penalty under green via Race Control.
- 13.17. Once the field has been lined up, should someone pull out of the line-up the remainder of the field simply moves ahead. If the field is doubled up, the row that the car dropped out of simply moves up. No criss-crossing is to take place on the track.
- 13.18. All starts and restarts will be governed by the Initial Start / Restart procedures in **Section 11**.
- 13.19. The “lucky dog” will be available in all SLMS feature races. The first car one or more laps down is the only car with an opportunity to receive the lucky dog, which will permit this competitor to gain one (1) lap back. To be eligible for the lucky dog:
- 13.19.1. The eligible car cannot be involved in nor, have caused the caution.
- 13.19.2. The eligible car cannot pit during that caution or a subsequent caution on the restart.
- 13.19.3. The eligible car must restart at the end of the **longest** line.
- 13.19.4. The Lucky Dog cannot be passed down to another car.
- 13.20. The winner of the event will bring his/her car to the start/finish line (or victory lane) along with the second and third place finishers. Fourth place will drive directly to the tech area for post-race inspection. Race Control may call on another random finisher to report to tech also. All others will enter their pit area immediately after receiving the checkered flag.



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14. POINTS

14.1. Heat races will award championship points to the top 10 finishers with the winner receiving 10 points with all positions decreasing by one-point to 10th spot, which is worth 1 point.

Heat Race Points	
1	10
2	9
3	8
4	7
5	6
6	5
7	4
8	3
9	2
10	1

14.2. In the event of a tie for position in a race, the two (2) positions will be divided equally for money and the higher points position will be awarded to both competitors. This is provided that electronic scoring cannot work out which car was ahead.

14.3. Any car that misses the call for their heat race but still makes the feature start will receive last place minus one (1) position from the largest heat race. For example, if the largest heat race has eight (8) cars, the car in question will receive ninth (9th) place points.

14.4. The main feature will award 90 points to the winner and decrease two points per position.

Feature Race Points					
1	90	11	70	21	50
2	88	12	68	22	48
3	86	13	66	23	46
4	84	14	64	24	44
5	82	15	62	25	42
6	80	16	60	26	40
7	78	17	58	27	38
8	76	18	56	28	36
9	74	19	54	29+	34



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10	72	20	52		
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- 14.5. All points will be awarded to the car number and driver. Any changes to drivers must be brought to the attention of the Race Director **before** the Drivers Meeting to qualify points. The replacement driver policy is outlined in **Section 5.14**.
- 14.6. Any car which has legitimately broken in practice will be given last place minus one (1) position of feature points and last place minus one (1) position heat race points, from the largest heat race (as per Rule 14.3). Competitors will also receive last place prize monies, provided the breakdown is accepted as legitimate by the Race Director and brought to the attention of officials before the start of the feature race.
- 14.7. Tiebreakers, In the event of a tie for a championship position, the position will be decided by:
- Most Feature Wins
 - Most Feature Second Place Finishes
 - Most Feature Third Place Finishes
 - Most Heat Wins



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15. PAYOUTS

- 15.1. All pays will be credited to the listed car owner on the season registration form.
- 15.2. All pays will be made available from each race track on an individual basis.
- 15.3. In order to get credit for a finishing position in a race, a car must have taken the green flag to start the first official lap of the race unless the car is broken, and the field is not full (28 or more). Any deviation from this must be authorized by the Race Director.
- 15.4. Any car which has legitimately broken in practice will receive last place prize monies, provided the breakdown is accepted as legitimate by the Race Director and brought to the attention of officials before the start of the feature race.
- 15.5. If a Last Chance Qualifier is contested, non-qualifiers will earn \$450 and will all receive equal points for 29+ finishing positions as per **Rule - 14.4**.



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16. ROOKIES

- 16.1. A rookie is any driver who is in their first full year of competition with SLMS and no more than 3 previous starts with SLMS or other touring series competition.
- 16.2. All rookies may be required to display rookie markings on their car to signify that they are rookies. This will be at discretion of SLMS officials.
- 16.3. A year-end Rookie of the Year Award will be determined by the highest finishing rookie in SLMS Championship points.



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17. DELAY OR CANCELLATION

- 17.1. In the event that weather, or any other unforeseen situation, would prohibit SLMS events to be held on the advertised date, the event will be scheduled for the next day, if possible. If the next day is not an option, the event will be rescheduled on a later date or cancelled altogether. This decision will be at the sole discretion of SLMS.
- 17.2. Whenever officials determine that continuing a race could be dangerous due to weather conditions or otherwise, the event may be stopped and/or terminated at any point and declared a completed event.
- 17.3. If a race is shortened for any reason, car owners and/or drivers will be paid or credited only for those events in which the car participated.
- 17.4. If a race is postponed and/or rescheduled, only cars that were originally in attendance on the postponed date will be eligible for the held over portion of any affected show.
- 17.5. There shall be no refunds for grandstand tickets, entry fees or pit passes, please refer to host race track for rain check policy.
- 17.6. SLMS officials reserve the right to change these procedures as applied to that particular situation, as well as reserve the right to modify, shorten or cancel the event altogether at their sole discretion.



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18. DRUG POLICY

- 18.1. **ILLEGAL DRUGS DEFINITION:** Illegal drugs are those substances defined and prohibited by provincial and/or federal laws.
- 18.2. **GENERAL PROHIBITION:** Possession or use of illegal drugs, or drug substances, as defined above, is prohibited in any form, by any SLMS participants, either on race track grounds, or any area considered to be used in the operation of SLMS events, such as parking lots or leased properties.
- 18.3. **PARTICIPANT DEFINITION:** A participant is any person taking part in any SLMS event in any form, including but not restricted to drivers, car owners, mechanics, crew members, sponsors, track officials, or pit area observers. All such persons shall be considered public figures who have by their own choice become involved in SLMS auto racing events with full understanding that he or she must abide by the rules and regulations established and published or announced by SLMS and/or host tracks. All participants are considered to be responsible for their personal conduct.
- 18.4. Any person found to be in possession of or under the influence of an illegal drug or substance during SLMS events, **SHALL BE SUBJECT TO THE FOLLOWING PENALTIES BY THE SERIES/TRACK:**
- 18.4.1. Suspension from competition and eviction from racetrack property, and denial of further entry to the facility for a period to be determined by SLMS/Track Management.
- 18.5. **RIGHT TO TEST:** SLMS reserves the right to test any participant for illegal drugs at any time.
- 18.5.1. **REFUSING TO TEST:** Refusal to test will result in Disciplinary action.
- 18.6. **APPEAL AND HEARING:** Any participant suspended for violation of **Section 18** of these rules may be granted an appeal hearing by a board of officials designated by SLMS, provided the suspended participant requests such a hearing, in writing, within seven (7) calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request if a hearing is desired.
- 18.7. **REINSTATEMENT:** A participant suspended for violation of these rules, may as a result of a decision reached through the hearing process detailed above, be reinstated, if it is mutually agreed that the participant, at his or her own expenses, will produce documentation from a physician licensed within the province, certifying that he or she is drug independent, as a result of random and periodical examinations of urinalysis testing, made at the request of SLMS Management.



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19. VIOLATIONS

- 19.1. If an SLMS official in his/her sole discretion determines an act of commission or omission by an SLMS participant that constitutes a violation of the SLMS Rules or that is detrimental to auto racing or to the Super Late Model Series, and if the series official in his/her sole and absolute discretion determines that the act of commission or omission is sufficiently serious to warrant the imposition of a penalty, the official shall report the violation in written detail to the Race Director as soon as practicable, and shall recommend an appropriate penalty. The Race Director shall consider the report and shall conduct whatever additional inquiry deemed appropriate under the circumstances. After concluding the inquiry, the race director shall determine whether disciplinary action is appropriate, and if so, what disciplinary action should be taken. The participant shall be informed of the determination, and if disciplinary action is imposed, the race director shall issue a penalty notice to the participant specifying the violation, a brief statement of the circumstances of the violation, and the penalty imposed.
- 19.2. If the act of commission/omission of a participant is determined by an SLMS official to constitute a threat to the orderly conduct of the race, that official may take temporary emergency action against the participant. Such emergency action may include ejection from the racing premises, temporary or permanent suspension or any other action designed to remove the threat created by the participant. Examples of conduct warranting such emergency action include, but are not limited to, the consumption of alcoholic beverages or drugs before, during or after an event, the use of illegal drugs at any time, fighting, reckless driving, and failure to obey the black flag or any other directive of an official. The SLMS official shall report the participant's conduct to the Race Director as soon as practical, and thereafter the procedure set forth above shall apply. The emergency action shall remain in effect until the decision of the Race Director is made which shall be final.
- 19.3. Fines shall be paid to Super Late Model Series promptly after receipt of a penalty notice. Failure to pay promptly will result in suspension. All unpaid fines of a participant may be collected by the series by deducting the amount from the purse earnings of the participant, or if the participant is not an owner, from the purse earnings of the owner with whom the participant was associated at the time of the conduct that gave rise to the penalty notice. All fines will be paid before entry for the next event.



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20. PENALTIES

Penalties for violation of SLMS Rules are determined by the gravity of the violation and its effects on fairness of competition, the orderly conduct of the event, and the interests of stock car racing and the series. Such penalties may include, but are not limited to, disqualification, suspension, fines and/or loss of championship points. A suspension may be permanent or for a specified or indefinite period of time. The series may use the following as guidelines for the imposition of penalties in the situations described below, but these guidelines shall not limit the authority of the series.

- 20.1. Any participant who performs an act or participated in actions deemed by SLMS officials as detrimental to automobile racing or to the Super Late Model Series, a fine of at least \$250.00, suspension of those persons involved in the act, and/or loss of championship points
- 20.2. Any driver and owner whose car is found with a traction control device (working or not) will be suspended from SLMS competition indefinitely.
- 20.3. Any participant who assaults or threatens to do bodily harm to any SLMS official or persons serving under their direction; a minimum fine of \$500.00, suspension, and/or loss of championship points.
- 20.4. Any participant who, while participating in an SLMS sanctioned event, partakes of any alcoholic beverage, stimulating, depressing or tranquilizing drugs, or is otherwise under the influence of alcohol or drugs, will be suspended.
- 20.5. Any participant(s) who enters another competitor's pit area and instigates a physical confrontation will be fined \$250 with a possible suspension.
- 20.6. Any participant who commits an assault with a weapon of any description in the pits, on the track or on any of the track premises; a minimum fine of \$1,500.00, a suspension and/or loss of championship points.
- 20.7. In an event where SLMS officials mandate post-race inspection of a car that has competed in the event and that car is taken from the racing premises without permission of an SLMS official; the car will be disqualified from the entire event.
- 20.8. Any participant who refuses to tear down a car for inspection when requested to do so by the SLMS official; a fine of not less than \$500.00, and/or disqualification, and/or loss of championship points, and/or definite or indefinite suspension from the Series.



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- 20.9. Any determination by SLMS officials that parts and/or equipment used in the event do not conform to SLMS rules or have not been approved by the SLMS prior to the event or which are not required for the normal functional operations of the race car or safety items which have been altered to detract from or compromise their integrity or effectiveness; disallowance of qualifying times, withdrawal of opportunity to qualify for the event, and/or fine, and/or suspension from the Super Late Model Series.
- 20.10. Any participant failing to surrender to SLMS any part and/or equipment found during an inspection, a fine and/or loss of finishing positions in the event, and/or loss of championship points, and/or definite or indefinite suspension from the Series.
- 20.11. Any competitor found using, in his or her car, automated electronic recording devices, on-board computers, and the likes, which have not been approved by SLMS prior to the event; a fine of \$500.00, and/or loss of championship points, and/or definite or indefinite suspension from SLMS.
- 20.12. Use of any tire or tires that have been altered by unauthorized treatment to the tread area; withdrawal of the opportunity to qualify for the event, and/or minimum fine of \$500.00 per tire, and/or loss of finishing position in the event, and/or suspension from SLMS.
- 20.13. Any car starting the race on tires other than its qualifying tires; a fine and/or loss of championship points, and/or definite or indefinite suspension from SLMS.
- 20.14. Any team found using any tire(s) that has not been impounded for that event will be assessed; a one (1) lap penalty, per tire, at the conclusion of the event.
- 20.15. Any driver or team participating in blatant disrespectful behavior either on or off track, in the opinion of the Race Director can be subject to; a fine of \$500.00, and/or loss of championship points, and/or definite or indefinite suspension from SLMS



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21. WRAP UP

- 21.1. The Super Late Model Series management and staff reserves the right of interpretation of all rules and specifications. Any situation not specifically covered therein will be decided upon by the Race Director or Official(s) in charge.
- 21.2. These regulations are a guideline. Rules are subject to change without notice.