



Easy-Kleen Super Late Model Series

2026 PROCEDURAL RULEBOOK



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WELCOME

The following document outlines 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.

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1. DISCLAIMER

- 1.1. The rules listed herein are effective from January 1, 2026 until December 31, 2026. The following rules supersede all previous published rules for any SLMS racing.
- 1.2. All rules outlined within this document serve the intent to govern fair, competitive, and safe racing during Super Late Model Series events, and will serve as the minimum standards for conduct and competition during these events.
- 1.3. All participants in Super Late Model Series events are subject to the rules and procedures outlined, and by participating, shall have agreed to, understand, and comply with the rules outlined.
- 1.4. SLMS management reserves the right to alter any or all of these rules and procedures when deemed necessary.
- 1.5. Race procedure calls are considered judgment calls and are non-litigable.
- 1.6. Any changes or clarifications to the rulebook from the previous year will be highlighted in this document in **yellow**.
- 1.7. After the initial release of this rulebook, any revisions required to be made will be outlined in the Revisions Table in **Section 2** and highlighted in **blue**.

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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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"** is an abbreviation referring to the sanctioning body, meaning the Super Late Model Series / Easy-Kleen Super Late Model Series.
- 4.2. **"SLMS Officials"** shall refer to specific members of the Super Late Model Series staff on race day.
- 4.3. **"Member"** shall mean all those individuals who have signed in to the pit area at an event.
- 4.4. **"Event"** shall refer to the SLMS sanctioned event, including, but not limited to, practice days and race days.
- 4.5. **"Promoter"** shall refer to such an individual, owner, president, principal, etc. -who represents the track at an SLMS event.
- 4.6. **"Participant"** shall refer to anyone signed into any SLMS sanctioned event, including drivers, crew members, car owners.
- 4.7. **Post-Race Technical Disqualification:** The driver or car which fails post-race technical inspection will be subject to disqualification.
 - 4.7.1. 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 sanction and/or suspension of the driver, car, car owner, crew, or all the above.
 - 4.7.2. 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.
 - 4.7.2.1. For clarity, this includes rules / measurements that can change over the course of a race which includes weights and ride heights.
 - 4.7.3. 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 in last place.
- 4.8. **Competition Disqualification:** A competition disqualification will result in a competitor being disqualified for actions such as intentional wrecking, aggressive driving, or other violations of the SLMS Procedural Rules at the discretion of the Race Director. 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.
 - 4.8.1. **Level 1:** A competitor issued a Level 1 Competition Disqualification shall be assessed to just a heat or feature race and shall be scored as the last place finisher for that particular event race. This will supersede if another competitor was out of competition before the infraction.



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4.8.2. **Level 2:** A competitor issued a Level 2 Competition Disqualification is a more severe level of infraction, and this disqualification shall be for the entire event and will result in 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.

4.9. **Parked Car:** A parked car will be any car causing three (3) cautions in a single feature event, or which has violated rules. They will be instructed to go to the pits via Race Director and have their scoring stopped. The driver is 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. REGISTRATION

- 5.1. Each race team shall register prior to competition with the Super Late Model Series. The registration process will require all registration forms and fees to be completed.
- 5.2. Registration forms shall be completed with details for driver details and contact information, car number, sponsor information, car owner details and contact info, and emergency contact info.
- 5.3. Full-time race teams will have an annual registration fee of \$500.00 applied. This is to be paid on or before the day of the first race to the Super Late Model Series via e-transfer. This fee is non-refundable.
- 5.4. Part-time race teams will have a single event registration fee of \$150.00 applied for each event attempted. This is to be paid prior to the event to the Super Late Model Series via e-transfer. This fee is non-refundable.
- 5.5. It is mandatory for all competing drivers and cars to be registered for all events in which they intend to participate in.
- 5.6. Each team assumes responsibility for notification to SLMS of any change in address or other contact information.
- 5.7. Car numbers are assigned by the Super Late Model Series on an annual basis. SLMS officials will assign numbers after receipt of annual registration forms accompanied by the annual registration fee.
- 5.8. To be eligible for year-end points fund, awards, contingency prizes, or any other award or prize, teams must compete in a minimum of five (5) of the six (6) races and be in attendance at the banquet.



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6. GENERAL

- 6.1. 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.
- 6.2. All drivers must be at least sixteen (16) years of age. No exceptions.
- 6.3. SLMS will hold a pre-race 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. Drivers meeting time is typically prior to practice, but will be outlined on the race day format.
- 6.4. 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 (frequency TBA) even when the team's primary frequency is in use. Spotter is responsible for communicating messages from race control to driver and team.
- 6.5. All participants are required to conduct themselves in an orderly manner not detrimental to the continuance of the racing event.
- 6.6. Drivers are responsible for the conduct of all persons signed in on their car. Penalties incurred by a crew member may affect a driver.
- 6.7. 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.
- 6.8. 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.
- 6.9. Any person involved in a fight may be removed from the premises, disqualified, or suspended.
- 6.10. All cars and drivers must be registered, including paid registration fee, before being allowed to participate in any SLMS event.
- 6.11. All teams competing must purchase four (4) new race tires for the event.
- 6.12. A driver will register to only one (1) car/chassis per event. A driver will only qualify one car per event.
- 6.13. 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



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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.

- 6.13.1. A replacement driver may only be eligible one (1) time within the season for championship points purposes with appropriate reasoning as approved by the Race Director.
- 6.14.** 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.
- 6.15.** 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.
- 6.16.** Following the completion of each race, all drivers except the top three (3), and any others indicated by officials, shall proceed around the track and enter the pit area slowly.
- 6.17.** Speeding or imprudent driving in the pit area at any time will not be tolerated. Violation(s) may result in disqualification from current and future events.
- 6.18.** 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**.
- 6.19.** No arguments with, or gestures toward tow truck drivers, first aid attendants, safety crews, officials, or other track / series personnel will be tolerated.
- 6.20.** 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.
- 6.21.** Cars that cause three (3) 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.
- 6.22.** 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.
- 6.23.** All cars must meet the minimum requirements, as outlined in the building rules.
- 6.24.** Any participant who has been injured, no matter how minor the injury, must report to the track management and the first aid attendants at the time of the accident.
- 6.25.** 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.



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- 6.26. 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.
- 6.27. 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 one (1) hour window after the race.
- 6.28. When possible, the UNOFFICIAL finish will be posted on social media within one (1) hour of the checkered flag.
- 6.29. 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.
- 6.30. 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.
- 6.31. Decisions of officials are final.

7. SPONSORSHIP AND CONTINGENCIES

- 7.1. SLMS officials will communicate series partners, race sponsors, contingency prizes, and decal placement to teams for each event. Teams will be required to display decals as outlined by SLMS. Per **Section 24** of the **TECHNICAL RULEBOOK**, all teams are to reserve the top of the windshield, the first 12 inches of the door behind the front tires (on both sides), and the front fenders (both sides) for partner decals.
- 7.2. SLMS intends to provide kits and all other decals that can be applied to the car.
- 7.3. **Title Partners** - The series title partner - Easy-Kleen Pressure Systems Ltd. - will have prominent branding on each car entered.
 - 7.3.1. Refusal to display title sponsor branding as required will result in team(s) not being permitted to compete.
- 7.4. **Platinum Partners** - All series platinum partner decals must be displayed on all cars as mandated.
 - 7.4.1. Refusal to display platinum partner branding as required will result in team(s) not being permitted to compete.
- 7.5. **Contingency Partners** - SLMS offers a contingency program for drivers and teams in conjunction with a list of contingency sponsors. In order to be eligible for contingency prizes, teams must display all contingency decals as directed to the satisfaction of the Race Director. In order to partake in the contingency program and be eligible for prizes, ALL contingency partner decals must be displayed.
 - 7.5.1. Refusal to display any one (1) contingency decal will disqualify a driver from the contingency program in its entirety.



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8. TESTING POLICY

- 8.1. The Super Late Model Series testing policy applies to any practice or testing sessions that are not part of a raceday event.
- 8.2. Prior to each Super Late Model Series event, any on-track testing at the upcoming host track will be prohibited beginning at 12:01am on the Sunday preceding the event, remaining in effect through to the pit gates opening on the day of the scheduled event.
- 8.3. During the period outlined in **Section 8.2**, any chassis intended to compete in a SLMS event cannot test at the host track regardless of driver.
- 8.4. During the period outlined in **Section 8.2**, any driver cannot test any Super Late Model chassis or equivalent car at the host track.
- 8.5. Prior to the first scheduled SLMS event at each unique host track, track and series management will host an open practice on the Friday immediately before the event. This practice will be open to all competitors and will be the only override to **Section 8.2** permitted. Practice time will vary based on track availability and regulations. This will be communicated to race teams.
- 8.6. Violations of **Section 8** will result in the following penalties assessed:
 - 8.6.1. Loss of two (2) of the three (3) practice sessions at the SLMS event. The one (1) practice session permitted must be run on the race tires for that event, and not inventoried practice tires.
 - 8.6.2. Forfeiting heat race starting position.
 - 8.6.3. Forfeiting feature starting position, and a two (2) lap penalty assessed with no lucky dog eligibility being assessed to start the feature.
 - 8.6.4. The loss of fifty (50) championship points.
- 8.7. SLMS host tracks will have a joint responsibility to ensure enforcement of Section 8.



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9. GENERAL EVENT PROCEDURES

- 9.1. Pit gates open approximately five (5) before the posted start time. Please check each week's information at SLMS.ca. A full event format will be published on the SLMS website, social media pages, and communicated with race teams.
- 9.2. Pre-race inspection begins immediately after pit gates open. All teams must report to the designated inspection area. Full details are outlined in **Section 10 - Inspection**.
- 9.3. Tire selection will begin twenty-five (25) minutes after pit gates open. The tire selection order All tires will be marked and recorded. For a team's first start of the year, they are to present four (4) practice tires to register as well. Tire selection and tire policy details are outlined in full in the Super Late Model Series **TIRE RULEBOOK**.
- 9.4. During tire selection, teams will draw for the heat race starting position as they arrive to pick tires.
- 9.5. Prior to the beginning of practice, a driver and spotters meeting will be held. Drivers meeting time and location will be confirmed and shared in advance of the event, and attendance is mandatory.
 - 9.5.1. Any driver who misses the drivers meeting will be penalized by forfeiting their starting position for both the heat and feature.
- 9.6. Practice typically begins four (4) hours before posted start time.
- 9.7. Heat race lineups will be posted a minimum of one (1) hour before the posted start time.
- 9.8. Heat race line-ups begin twenty (20) minutes before posted start time.
- 9.9. Feature lineups will be finalized upon competing of heat races, confirmed after the completion of post heat race technical inspection, and communicated immediately thereafter.



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10. INSPECTION

- 10.1. All race teams must present their cars at the Longacre Tech Area for pre-race inspection. Cars will not be permitted on the racing surface until they have been through pre-race technical and safety inspection, unless otherwise directed by series staff.
- 10.2. Pre-race technical inspection will occur on a first-come, first-serve basis.
- 10.3. Pre-race technical inspection will include technical checks and safety checks. Pre-race technical checks are at the discretion of the Technical Director.
 - 10.3.1. Any entrant which fails to pass required pre-race technical checks will be unable to participate in any event until such time as the infraction(s) have been rectified to the satisfaction of the race technical director.
 - 10.3.2. Any entrant which fails to pass required pre-race safety checks will not be permitted on the track under any circumstances until safety fixes are rectified and approved by the Technical Director.
- 10.4. The deadline for final 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 feature.
 - 10.4.1. Any entrant 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.
- 10.5. Upon completion of heat races, the top three finishers must immediately report to the Longacre Tech Area upon leaving the racing surface.
 - 10.5.1. Any entrant who does not report directly to technical inspection (i.e., stops at pit stall) will receive a disqualification and loss of finishing position.
- 10.6. Upon completion of feature races, the top four (4) finishers must immediately report to the Longacre Tech Area upon leaving the racing surface for post-race technical inspection. SLMS reserves the right to select random finishers to also participate in post-race technical inspection.
- 10.7. SLMS reserves the right to inspect any car at any time.
- 10.8. 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
- 10.9. 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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11. FLAGS

- 11.1. Green Flag:** The green flag indicates the start or restart of the race.
- 11.2. 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 a safety hazard exists which requires 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. The restart line-up will be determined from the running order on the last completed lap of the majority of the field. Caution procedures are outlined in **Section 13 - RACE PROCEDURES**.
- 11.3. 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.
- 11.4. 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.
- 11.5. Checkered Flag:** The checkered flag indicates the completion of the race.
- 11.6. 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 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.
- 11.6.1. Failure to respond to a Blank and Orange flag after three (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.
- 11.7. Black Flag:** The black flag indicates a driver has been removed from the race, either by means of being **Parked** or by means of a **Competition Disqualification**..
- 11.8. Rolled Up Black Flag:** A rolled up black flag pointed at a driver by the starter shall indicate to the recipient a warning for reasons including, but not limited to: aggressive driving, causing a caution, restart violation or a near violation.
- 11.9. 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.



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12. QUALIFYING PROCEDURES

12.1. Heat Races

- 12.1.1. Each SLMS event will utilize heat races to set the feature lineup, unless otherwise stated. Heat races will be ten (10) laps in length. 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.
- 12.1.2. Heat race starting positions will be determined by a draw of all teams registered for that event. Race teams will draw for their heat race position via random draw during the tire selection process. Any car not registered in time will forfeit starting positions for both their heat and feature event.
- 12.1.3. The number of registered entries will determine the number of heat races to be contested. In general, heat races will be split as follows:
 - 12.1.3.1. Seventeen (17) entries or less - Two (2) heat races.
 - 12.1.3.2. Eighteen (18) to Twenty-Three (23) entries - Three (3) heat races.
 - 12.1.3.3. Twenty-Four (24) or more entries - Four (4) heat races.
- 12.1.4. When an odd number of entrants must be divided into heats, the first heat or two will have the higher number of cars.
- 12.1.5. The race team which 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, and so on.
- 12.1.5.1. SLMS officials may elect to have extra chips available in the draw. In this case, any numbers not drawn will be removed, and everyone's draw position will slide up accordingly. Ex: if there is eighteen (18) cars and twenty (20) chips, and no one draws #1, then #2 will be considered the pole for heat race one.
- 12.1.6. Qualifying positions drawn for heat races will stand for the entire event. No positions may be bought, sold, traded, given away, etc.
- 12.1.7. An exception to **Section 12.1.6** above, is any competitor who wishes to start at the rear during heat races will be permitted to do so, but must communicate their decision to the Series Director prior to the end of the Drivers Meeting.
- 12.1.8. Any entrant who forfeits their starting position during heat races, whether by choice as outlined in **Section 12.1.7** or by means of penalty will also forfeit their starting position for the feature, and will not receive a passing points score as outlined in **Section 12.2** accordingly.



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- 12.1.9. Heat race line-ups will be posted as soon as possible on social media, the My Race Pass app, and where possible, in the pit area.
- 12.1.10. Race teams will begin lining up for heat races in the pit area as directed a minimum of twenty (20) minutes before the posted start time.
- 12.1.11. Any race team that is called to the line-up and does not come as directed may, at the discretion of race control, forfeit their starting position.
- 12.1.12. The heat race which a race team 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. This is to not interfere with the passing points structure.
- 12.1.13. All heat races will be subject to the same race procedures as feature events with two exceptions:
 - 12.1.13.1. The Choose Rule (Rule xxxx) shall not be in effect for any start or restart for a heat race. All drivers will double up in standard fashion.
 - 12.1.13.2. The Lucky Dog / Free Pass Rule (Rule xxxx) shall not be in effect during heat races.

12.2. Passing Points

- 12.2.1. Unless otherwise stated, SLMS events will use a 'Passing Points' +/- system to determine the feature starting line-up positions. Drivers will score a passing point total from their change in position (position differential) 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.
- 12.2.2. Passing points are awarded as follows:
 - 12.2.2.1. 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 score of +3.
 - 12.2.2.2. 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.
 - 12.2.2.3. 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.
- 12.2.3. 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:
 - 12.2.3.1. 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 finishes 2nd and the other finishes 3rd, the 2nd place finisher would qualify ahead of the 3rd place finisher.
 - 12.2.3.2. If two competitors finish in the same position in different heats AND have the



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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.

- 12.2.4. Passing points do not count towards, nor have any direct bearing on, SLMS season championship points.

12.3. Last Chance Qualifiers

- 12.3.1. SLMS will start a maximum of twenty-eight (28) cars in the feature of every race event. This can be adjusted on race day at the discretion of the Race Director and track promoter(s).
- 12.3.2. If there are more than twenty-eight (28) cars entered, not all entrants may start the feature race. In such a case, the number of qualifiers from each heat race will be communicated to teams during the driver's meeting. In general, for larger than maximum field sizes, the field would be set as follows:
 - 12.3.2.1. 4 Heat Races: Top 6 from each heat race advance (24 cars locked in).
 - 12.3.2.2. 5 Heat Races: Top 5 from each heat race advance (25 cars locked in).
 - 12.3.2.3. 6 Heat Races: Top 4 from each heat race advance (24 cars locked in).
- 12.3.3. Drivers who lock in via heat races will line up in the top 24 or 25 spots as outlined above in their passing points order.
- 12.3.4. A minimum of two (2) SLMS points provisionals will be reserved and made available to full-time SLMS teams.
 - 12.3.4.1. If all full-time SLMS teams are locked in through heat races, these provisionals will adjust as follows:
 - 12.3.4.1.1. If one (1) SLMS points provisional is used, the second provisional may become a host track promoter's provisional, or a long haul provisional, or will be added to the last chance race.
 - 12.3.4.1.2. If no SLMS points provisionals are used, at least one provisional will be added to the last chance race. The second provisional may become a host track promoter's provisional, or a long haul provisional, or will be added to the last chance race.
- 12.3.5. A last chance race will be contested to determine final starting positions. The winner of the last chance race will receive a guaranteed qualifying position in the feature event. Additional positions for top finishers in the last chance race may be added depending on provisionals as outlined in **Section 12.3.4.**
- 12.3.6. SLMS and the host track reserve the right to amend the field size as outlined in **Section 12.3.1** and additional provisionals may be used at times at the discretion of officials and event promoter(s).
- 12.3.7. Non-Qualifying cars will receive prize money as outlined in Section 15 - Payouts.



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12.4. Feature Lineups

- 12.4.1. The feature lineup will be set in descending order from highest passing points total to lowest passing points total, with tiebreakers determined as outlined in **Section 12.2.**
- 12.4.2. Qualifying positions earned will stand for the entire event. No positions may be bought, sold, traded, given away, etc.
- 12.4.3. Feature winners and podium finishers will have a starting grid adjustment applied to their starting position during future starts.
 - 12.4.3.1. Any feature winner(s) shall be subject to a starting grid adjustment applied to their next three (3) starts during the current season. The starting grid adjustment will be that the feature winner(s) shall not start better than 50% of the field, or if there are less than twenty (20) cars, cannot start inside the top ten.
 - 12.4.3.1.1. Series partners may offer prizes or challenges that extend beyond **Section 12.4.3.1**, and drivers may elect to participate beyond the scope of the rule.
 - 12.4.3.2. Any driver who earns two (2) podium finishes during a season shall be subject to a starting grid adjustment applied to their next start, and this shall be re-applied after each subsequent podium finish. The starting grid adjustment will be that the podium finishers shall not start better than 50% of the field, or if there are less than twenty (20) cars, cannot start inside the top ten.
 - 12.4.3.3. Podium finishers subject to **Section 12.4.3.2** will start ahead of feature winners subject to **Section 12.4.3.2.**
 - 12.4.3.4. The 50% starting grid adjustment will be calculated based upon the total number of cars in the pits, regardless of how many start the race.
 - 12.4.3.5. The starting grid adjustment will round up in case of an odd number of entrants, provided there are more than twenty (20) cars. For example, if there are 23 cars in the pits, the starting grid adjustment will begin at 12th place.



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12.5. Cancellation of Qualifying

- 12.5.1. Instances may occur where due to weather or extenuating circumstances, that qualifying for the feature event is unable to be conducted.
- 12.5.2. SLMS and host tracks will make every effort to
- 12.5.3. If qualifying is unable to be completed, the starting field will be determined by the combined best times recorded in all practice sessions. Race Control will average each driver's best laps from all practice sessions which were completed, and set the lineup based on best times.
- 12.5.4. If practice and qualifying are both unable to be held, the starting field will be determined by SLMS point standings
- 12.5.5. The cancellation of qualifying and the procedures outlined within this section will not supersede any penalties or starting grid adjustments to be applied as outlined in **Section 12.4.3** for race winners, podium finishers, etc.

12.6. Special Qualifying Formats

- 12.6.1. 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. RACE PROCEDURES

- 13.1. Standard Super Late Model Series feature events shall be 150 laps in length. SLMS reserves the right to adjust the lap count for instances such as special events. This will be communicated to race teams appropriately.
- 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 starting spot to the next car in line. Only those who qualified for a race can enter that race - starting positions cannot be sold or transferred.

13.3. Driver Introductions

- 13.3.1. When possible, SLMS will do out-of-car driver introductions for sponsors and fans. This might at times include an on-track or off-track autograph session.
 - 13.3.1.1. Details regarding driver introductions and autograph sessions will be listed on the Race Format, and any changes will be communicated to race teams as necessary. For example, time or weather constraints may result in changes to the driver introduction process.
- 13.3.2. When the track is clear from the previous race, all cars will roll onto the track and shall line up in grid formation on the frontstretch for driver introductions. Drivers are expected to have their fire suits on, stand at the passenger front area of their car, and salute the fans when called.
- 13.3.3. Members from each race team shall be permitted to accompany their driver on the race track during driver introductions. Members of race teams are encouraged to wear matching team / crew shirts at this time.
- 13.3.4. A dignitary line may be present on track for driver introductions. This will include, but is not limited to, sponsors, host track and / or SLMS directors and management, and any recognized guest(s) present.
- 13.3.5. Once the field is set, each driver on the starting grid will be introduced to the fans. Drivers are expected to wave to the fans and greet those who are part of the dignitary line. The introduction of drivers will begin from the last place qualifier, and progress towards the first place qualifier.
 - 13.3.5.1. After being introduced, drivers shall remain outside of their car and wait for national anthems should national anthems be conducted before the feature event.
- 13.3.6. Once all drivers have been introduced, national anthems will be conducted.
- 13.3.7. Upon completion of the national anthem(s), drivers will be directed to prepare for competition.
- 13.3.8. When all competitors are ready, the SLMS announcer shall direct the grand marshall to give the command to fire engines, and all cars will roll off from the grid style formation.



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- 13.3.9. 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 forfeit their starting position.

13.4. Starts and Restarts Procedures

- 13.4.1. Prior to any start or restart, drivers will be in single file formation from the moment of caution (except when rolling off from driver introductions). Drivers will be expected to remain in single file formation until directed to double up by Race Control. This will occur when the track is clear and the lineup is correct.
- 13.4.2. The initial start of the feature, the initial start of all heat races, and each restart during a heat race will utilize the traditional lineup style with odd number starting positions in the inside row and even numbers in the outside row.
- 13.4.3. Each ensuing restart in the feature race will utilize the “Choose Rule” as outlined in **Section 13.5**.
- 13.4.4. Once the field is doubled up, should a driver pull out of line or pit, the line the driver was in, whether be the inside or outside line, will move up one row. There will be no criss-crossing once the field is doubled up.
- 13.4.5. When the one (1) to green signal is given by the Race Director via radio communication and the starter in the flag stand, pace lights will shut off on the pace car, which will head to its designated location.
- 13.4.6. All starts and restarts will be governed by the “On The Gas” Restart Zone. The “On The Gas” Restart Zone 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.
- 13.4.7. All entrants are required to maintain pace car speed once the pace car pulls off until they reach the Restart Zone. Failure to maintain pace car speed will constitute a restart violation - both increasing or decreasing speed.
- 13.4.8. The race leader will be the control car on all starts and restarts. Once the leader crosses the first line of the On The Gas Restart Zone, the leader can start or restart the race by accelerating 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. Accelerating prior to the restart zone, or the second place car accelerating before the leader will constitute a jumped start and be called a restart violation.
- 13.4.8.1. In the event the race leader pulls out of line or pits prior to the green flag, the line moves up as per 13.4.4, but the control of the restart will be passed on to the next highest scored driver at the moment of choose (i.e. second place) regardless of their lane choice..
- 13.4.9. 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.



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- 13.4.10. 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 three 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.
- 13.4.11. Drivers are to maintain lanes on restart. Pushing drivers up / down lanes on restarts prior to the green flag will constitute a restart violation.
- 13.4.12. False starts due to restart violations will be yellowed as the field exits turn 2 and heads down the backstretch, 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.
- 13.4.13. The person or persons deemed responsible for the false start will be at the discretion of the Race Director. Competitors who have two (2) false starts in one (1) race will be sent to the back of the longest line.

13.5. The Choose Rule

- 13.5.1. The Choose Rule will be utilized for all restarts after the initial start in feature events.
- 13.5.2. Once the restart line up is correct, competitors will be instructed to 'Choose' their lane. While coming to typically 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.
- 13.5.3. Each track will have a painted marker on the track - which will typically be on the backstretch. This will be the location for the choose, and will be clearly communicated to all competitors. Drivers must commit to 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.
 - 13.5.3.1. Any driver who does not clearly choose a line and drives over the middle of the choose box will receive a warning for the first offence, and will receive a one (1) lap penalty for each subsequent offence during an event. This will not delay the green flag; the competitor will be informed about the penalty under green via Race Control.
- 13.5.4. Any driver that changes their line after the choose marker will receive a one (1) lap penalty by Race Control. This will not delay the green flag; the competitor will be informed about the penalty under green via Race Control.
- 13.5.5. The next time by the start/finish line, the signal will be given for one (1) to go until the restart.



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13.6. Caution Procedures

- 13.6.1. A caution period will be initiated at any point in which there is an issue on the track that requires immediate 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.
- 13.6.2. When a caution is called, drivers are to be on alert for the hazard while slowing to a safe pace car speed and entering into single file formation. The pace car will pace the field, picking up the leader of the race.
- 13.6.3. At all events, pit road will remain open at all times during a caution period (unless as outlined in **Section 13.6.3.1** and teams may elect to pit at any time during the caution period.
 - 13.6.3.1. In rare exceptions, Race Control may elect to close pit road due to safety purposes. This would be in instances such as if an incident is blocking the pit entrance / exit, a clean-up is required at the pit entrance / exit, or if a medical emergency has occurred. In these cases, teams will be notified of the closure by Race Control via radio communications.
- 13.6.4. During a caution period, drivers who enter the pit area will forfeit their running position and will rejoin the back of their respective lap in order of how they exit the pit. All lead lap cars who pit who line up at the rear of all lead lap cars, cars one lap down will be lined up behind all other cars one lap down, etc.
 - 13.6.4.1. As a follow up to **Section 13.6.4**, once the Race Director calls “one lap until the Choose Rule”, any car which exits the pit at this point will not be realigned and will choose from the back of the field.
- 13.6.5. Any reckless driving during a caution period will result in a black flag and disqualification. This will include, but is not limited to: excessive speeding, aggressive driving around track safety / clean-up crews, chasing and/or hitting another competitor.
- 13.6.6. Unless otherwise directed by Race Control, no competitor will be permitted to pass the pace vehicle. Passing the pace vehicle under caution will result in a one (1) lap penalty.



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13.7. Cause of Cautions

- 13.7.1. Any driver(s) responsible for causing a caution will be penalized by race control by means of forfeiting their running position at the time of caution. Responsibility for causing cautions is outlined in this subsection.
- 13.7.2. All cautions for an incident will immediately revert to the “Tap Out Rule”, putting onus on drivers to accept responsibility for causing the caution.
 - 13.7.2.1. 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 take responsibility for the caution and go to the back. All other competitors involved will get their position back, provided they do not pit or need assistance to get going again. If a competitor's car is disabled, they are to tell the safety crews to communicate the tap.
 - 13.7.2.2. Should multiple drivers tap, they will all accept partial blame and all be penalized by forfeiting their running position, but all others will still retain their running position.
- 13.7.3. Should no drivers accept responsibility for an incident causing a caution, Race Control will default to “no fault” racing, which means that all drivers involved in causing a caution will be penalized. This is at the discretion of the Race Director.
- 13.7.4. 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 at their discretion.
- 13.7.5. 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
- 13.7.6. 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, and do not pit under the caution.
- 13.7.7. Any competitor which causes a caution by stopping on the track (regardless of intent), will receive a penalty as follows:
 - 13.7.7.1. Competitors will receive a two (2) lap penalty for their first offence of **Section 13.7.7.** during a season. Subsequent offences / repeat offenders may be subject to increased penalties.
 - 13.7.7.2. Competitors deemed to have stopped on the track to cause a caution in an unsportsmanlike manner may be, at a minimum, black flagged and parked for the remainder of the event.



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13.8. Driving Etiquette

- 13.8.1. Drivers are expected to race cleanly and with respect during all Easy-Kleen Super Late Model Series events.
- 13.8.2. Cars who are being lapped are expected to respect lead lap cars who are overlapping them. Lapped cars must be predictable and give lead lap cars a lane. Lapped cars failing to abide by this may be parked.
- 13.8.3. The act of blocking on the track shall be monitored and addressed as required; via warning(s) with a rolled up black flag, or by means of being parked via black flag for repeated offences.
- 13.8.4. Aggressive or reckless driving shall be monitored and addressed as required; via warning(s) with a rolled up black flag, a one (1) lap penalty, or by means of being parked or disqualified via black flag for repeated offences.
- 13.8.5. Aggressive or reckless driving which results in a wreck or incident may be penalized via warning(s) with a rolled up black flag, a one (1) lap penalty, or by means of being parked or disqualified via black flag for repeated offences.
- 13.8.6. Intentionally wrecking another competitor, such as hooking a car into the wall via the right rear corner, will result in a black flag and disqualification.

13.9. Red Flag Procedures

- 13.9.1. 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.
- 13.9.2. Any competitor who ignores the red flag and moves during a designated red flag period, unless directed to by race control or track safety crews, will receive a two (2) lap penalty without eligibility for the Free Pass.
- 13.9.3. 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 two (2) lap penalty without eligibility for the Free Pass.
 - 13.9.3.1. In an instance where, at the discretion of the Race Director, it is deemed that the red flag must remain displayed but the situation is otherwise under control, should it be safe to do so, a "Yellow / Red" period may be called. At this time, cars will remain stopped on the track, but those wishing to pit may safely and slowly pull out of line to head to the pit area, and all work in the pits may resume without penalty.
- 13.9.4. 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.



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13.10. Pit Stops

- 13.10.1. As outlined in **Section 13.6**, SLMS does not open or close the pits unless it is deemed there is a safety concern or blockage requiring pits to be closed.
- 13.10.2. As such, drivers are permitted to pit at any time, both under green or under caution.
- 13.10.3. When pitting, drivers must enter and exit the pits at a slow reduced speed. Excessive speed or reckless driving in the pits will result in a team being **parked**.
- 13.10.4. 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.
- 13.10.5. Teams are not permitted to change tires during a race, unless for an approved flat as outlined in the **TIRE RULEBOOK**.
- 13.10.6. When refuelling a car, a fire extinguisher is to be present at the rear of the car.
- 13.10.7. Teams / crew members are to use proper safety precautions when in the pits, such as jackstands, safety glasses, proper guards on tools.

13.11. Free Pass Rule

- 13.11.1. The free pass (a.k.a 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 free pass, which will permit this competitor to gain one (1) lap back. To be eligible for the lucky dog:
 - 13.11.2. The eligible car cannot be involved in nor, have caused the caution.
 - 13.11.3. The eligible car cannot pit during that caution or a subsequent caution on the restart.
 - 13.11.4. The eligible car must be at the very tail of the field at the time when the field is doubled up via the choose rule. The eligible car will not get lane choice at the choose, and must restart in the longest line.
 - 13.11.4.1. Once the Race Director has called for The Choose Rule, the car eligible for the free pass will not be required to yield to any cars which were still in the pits and are re-entering the track. Likewise, there would be no penalty should another competitor elect to start behind the Free Pass car by means of damage or otherwise.
- 13.11.5. The Free Pass cannot be passed down to another car.



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13.12. Final Laps & Green-White Checkered Finishes

- 13.12.1. All SLMS events must finish under green flag. This will be defined as the leader must take the checkered flag under green flag conditions.
- 13.12.2. Once the leader takes the checkered flag, should an incident occur the race will be deemed official, and the remainder of the field will be scored as they cross the line, subject to review.
 - 13.12.2.1. For clarity, competitors will not “race” back to the checkered flag in case of a yellow/checkered after the leader takes the checkered flag. Competitors are expected to slow their pace and return around the track to the finish line in a safe manner. Officials will review and confirm the final results accordingly.
- 13.12.3. If an incident occurs after the leader takes the checkered flag, despite the race being complete, those responsible will still receive a penalty by losing their running position in line as if the caution did come out.
- 13.12.4. Should the yellow flag wave on the final lap before the leader has taken the checkered flag under green, a ‘Green-White-Checkered’ restart will take place. This will be treated as any normal caution period, with scoring going back to the last completed lap.
 - 13.12.4.1. SLMS will engage in **unlimited** Green-White-Checkered restart attempts to finish the race under green flag conditions. If multiple attempts are required, Race Control may elect to switch to single file restarts. **Competitors responsible for causing additional yellows beyond the initial Green-White-Checkered may be parked at the discretion of Race Control.**

13.13. Post-Race

- 13.13.1. Once the checkered flag is displayed, 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 Longacre Tech Area for post-race inspection. Race Control may call on another random finisher to report to tech also.
- 13.13.2. All others will enter their pit area immediately after receiving the checkered flag and head to their pit stop
- 13.13.3. Competitors are to be aware of safety crew and team members while proceeding back to the pits, and are expected to use caution at this time..



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14. POINTS

- 14.1. SLMS competitors will receive points based upon finishing positions throughout the year, which will go towards the season long points championship.
- 14.2. Heat races will award championship points to the top 10 finishers with the winner receiving ten (10) points with all positions decreasing by one-point to 10th spot, which is worth 1 point.

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

- 14.3. 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.
- 14.4. 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.
- 14.5. The main feature will award 90 points to the winner and decrease two points per position as follows:



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Feature Race Points Distribution					
Finish	Points	Finish	Points	Finish	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	DNQ	34
10	72	20	52		

- 14.6.** 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 6.13**.
- 14.7.** 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. 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.
- 14.8.** In the event of a tie for a championship position, SLMS will break ties by the following means:
- Most Feature Wins
 - Most Feature Second Place Finishes
 - Most Feature Third Place Finishes
 - Most Feature Fourth Place Finishes, and so on
 - Most Heat Wins
 - Most Laps Led
- 14.9.** Full-time competitors will be eligible for the year-end points fund pay based upon their finishing position in final points standings. To be eligible to receive points fund money, teams must compete in a minimum of five (5) of six (6) races.



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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 **Section 14.4**.

15.6. 2026 SLMS Feature Payouts

- 1st - \$4000
- 2nd - \$1900
- 3rd - \$1700
- 4th - \$1600
- 5th - \$1500
- 6th - \$1475
- 7th - \$1450
- 8th - \$1425
- 9th - \$1400
- 10th - \$1375
- 11th - \$1350
- 12th - \$1325
- 13th - \$1300
- 14th - \$1275
- 15th - \$1250
- 16th - \$1225
- 17th - \$1200
- 18th - \$1175
- 19th - \$1150
- 20th - \$1125
- 21st - Last - \$1100



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16. ROOKIES

16.1. A rookie shall be defined as any driver who is in their first full year of competition with SLMS and meets the following criteria:

16.1.1. Has not run more than 50% of races in any previous SLMS season.

16.1.2. Has not run five (5) or more combined races across multiple Super Late Model or equivalent series.

16.1.3. Has not competed in twelve (12) or more total extended distance Super Late Model races.

16.2. All rookies shall be required to display rookie markings on their car to signify their rookie status.

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. DELAYS OR CANCELLATIONS

- 17.1. In the week leading up to an SLMS event, management will be in communication with the host venue to monitor variable situations including but not limited to weather and nature, and regulations, to ensure the scheduled event can proceed as planned.
- 17.2. In the event that weather or any other unforeseen circumstance would prohibit an SLMS event from being held on the advertised date, standard procedure will be that when the original date was on a Saturday, the event would be postponed until the next day, Sunday, if possible.
- 17.3. 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 and the host track.
- 17.4. Standard SLMS policy on event postponements shall be that teams will be informed 48 hours from the posted start time that the situation is being monitored, and a public announcement would be made by 12pm the day before the scheduled event.
 - 17.4.1. As conditions can unexpectedly and rapidly change, there may be instances where calls may need to be made later. SLMS will prioritize communication with competitors and stakeholders in these cases.
- 17.5. Should an event proceed, but conditions deteriorate after pit opening and SLMS and host track management determine that continuing the event could be dangerous, Sections 17.2 and 17.3 will be in effect.
 - 17.5.1. Tires chosen for the race will be collected and impounded for the make-up date.
 - 17.5.2. Any teams who entered the event on the original date, but cannot attend the make-up date, will receive points for last place finishing position minus one spot for both the heat and feature.
 - 17.5.3. Should any teams not at the original event attend the make-up date, they will be permitted to compete without penalty.
- 17.6. Should an event proceed, but conditions deteriorate after qualifying is completed and SLMS and host track management determine that continuing the event could be dangerous, Sections 17.2 and 17.3 will be in effect.
 - 17.6.1. Qualifying results will stand and will transfer to the make-up date.
 - 17.6.2. Any teams who qualified for the event, but cannot attend the make-up date, will receive their heat finish points and last place finishing position minus one spot for the feature.
 - 17.6.3. Tires chosen for the race will be collected and impounded for the make-up date.
 - 17.6.4. Should any teams not at the original event attend the make-up date, they will be permitted to compete but must start at the rear of the feature event and will receive no heat race points.
- 17.7. Should an event proceed, but conditions deteriorate during the feature event prior to 50% of the scheduled distance being completed and SLMS and host track management



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determine that continuing the event could be dangerous, Sections 17.2 and 17.3 will be in effect.

- 17.7.1. Drivers will be scored in their running position, and the race will resume on the determined make-up date on the last completed lap.
- 17.7.2. Any teams who started the feature event, but cannot attend the make-up date, will receive their heat finish points and last place finishing position minus one spot for the feature.
- 17.7.3. Tires chosen for the race will be collected and impounded for the make-up date.
- 17.7.4. Once the feature race has started, should the event be postponed and incomplete, teams not entered will be deemed ineligible to compete in the makeup race.
- 17.8.** Once 50% of the scheduled distance is complete in a feature race, should conditions deteriorate and SLMS and host track management determine that continuing the event could be dangerous and is unable to resume within reason, the event will be declared official and drivers will be scored as finishing in their running position at the last completed lap.
- 17.9.** 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.
- 17.10.** There shall be no refunds for grandstand tickets, entry fees or pit passes; please refer to the host race track for rain check policy.
- 17.11.** 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. Penalties outlined in **Section 20** may be applied in addition to penalties outlined in other sections of all SLMS Rulebooks. 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 indefinitely.
- 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.
- 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.



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- 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 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

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.