



# 2023 Super Late Model Series

## Racing Procedures

### 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 rest 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**.

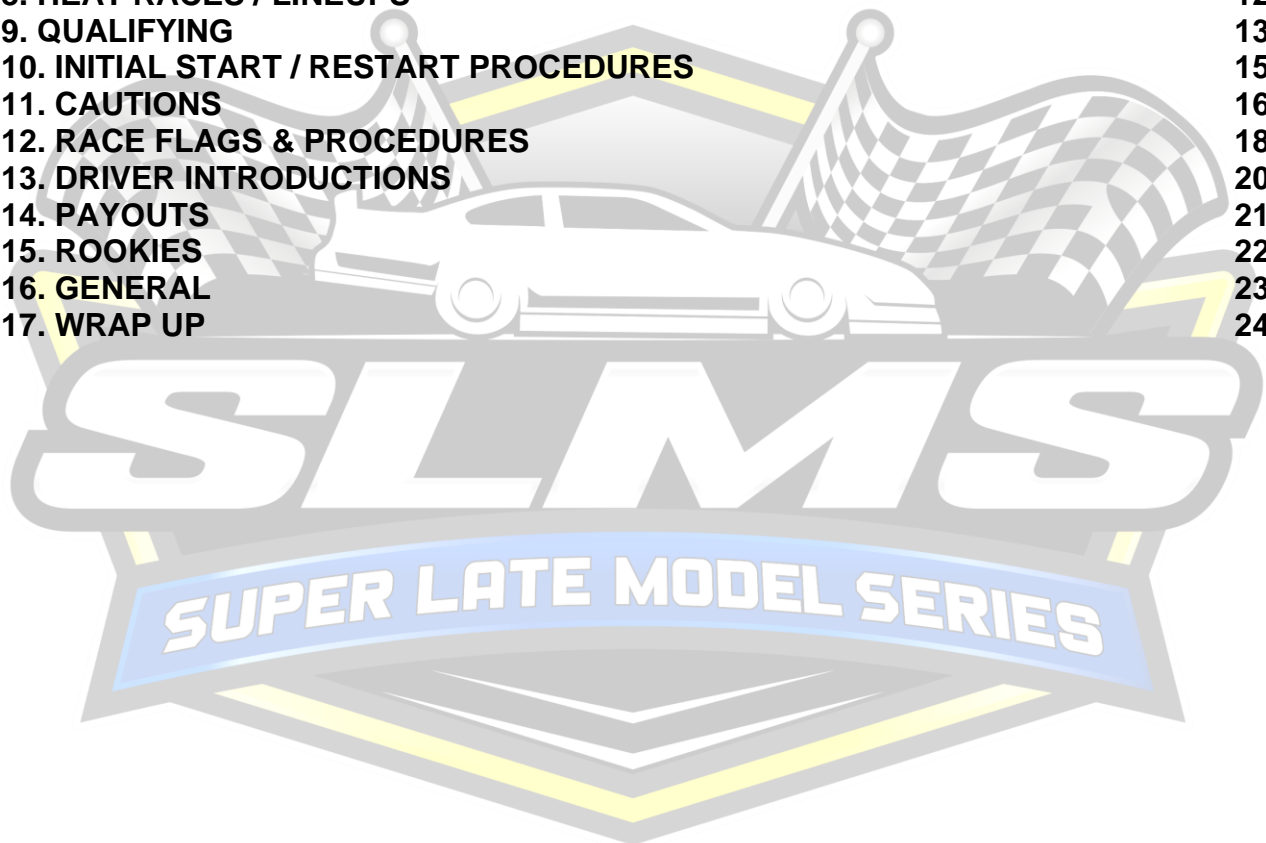


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### 1. DEFINITIONS

#### ***Disqualification***

- 1.1. **Refusal to Tech:** Any driver refusing to have their vehicle technically inspected will be granted an automatic disqualification which will result in loss of credit for an official finishing position, including the loss of prize monies, trophies, and points for that race and may be subject to further suspension of the driver, car, car owner, crew, or all the above. In addition, the vehicle will not be permitted to race at future events until a technical inspection is completed.
- 1.2. **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.
- 1.3. **Post-race Technical Disqualification:** The driver or car which fails post-race technical inspection will be subject to disqualification.
  - 1.3.1. 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 race and may be subject to further suspension of the driver, car, car owner, crew, or all the above.
  - 1.3.2. 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. Last place points will be awarded.
- 1.4. **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. i.e.: A driver/car may be black flagged in a heat and still be allowed to compete in the feature (refer to section 12.7). The driver will be notified by race officials which level of disqualification is accessed.
  - 1.4.1. 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.
  - 1.4.2. 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.



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### **2. GENERAL**

- 2.1. All participants desiring admission to the pit area must be registered with the host race track's insurance policy.
- 2.2. ALL DRIVERS must complete a SLMS Entrant Registration Form.
- 2.3. All participants are required to conduct themselves in an orderly manner not detrimental to the continuance of the racing event.
- 2.4. Drivers are responsible for the conduct of all persons signed in on their car. Penalties incurred by a crew member may affect a driver.
- 2.5. 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 designated officials.
- 2.6. 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.
- 2.7. Any person involved in a fight may be removed from the premises, disqualified, or suspended.
- 2.8. All cars and drivers must be registered before being allowed to participate in any SLMS event. All teams competing for a points championship in any weekly racing division shall have only one registered driver per car. Any team requiring a replacement driver must notify and obtain permission of the race director.
- 2.9. A driver will register to only one car/chassis per event. A driver will only qualify one car per event. Any driver changes must be brought to the attention of the Race Director prior to the car going on the track. In the event of a driver change, SLMS reserves the right to re-handicap the car and have that car start at the rear of the field.
- 2.10. 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 race. SLMS reserves the right to re-handicap the car and have that car start at the rear of the field. A competitor can only have a replacement twice.



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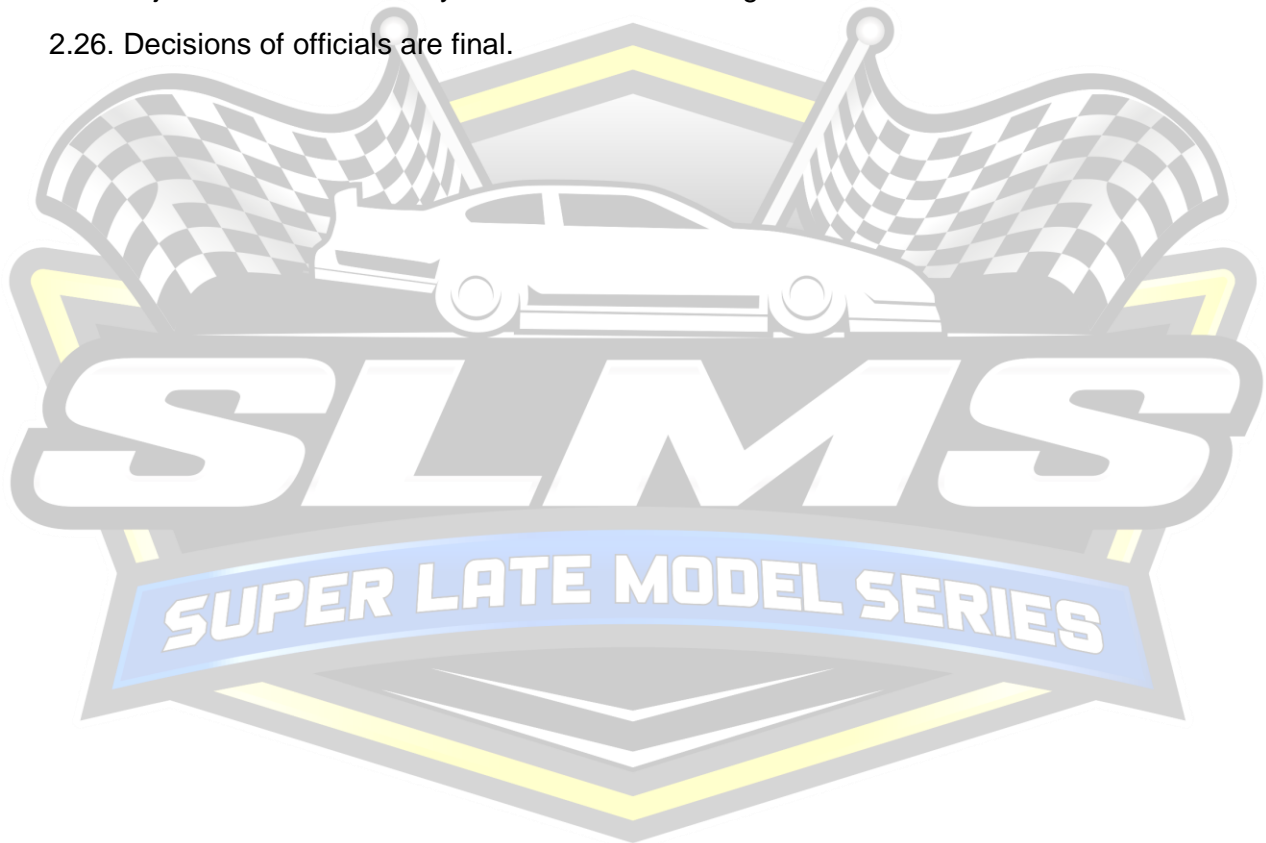
- 2.11. Once a car has been registered for any event, the number may not be switched to another car, nor can a back-up car be used, unless approved by Race Director. Any cars bought (or borrowed) in the pit area must not be raced under a different number until the next event, unless approved by Race Director. A double show on the same day will be considered one event for the rule.
- 2.12. 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.
- 2.13. 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.
- 2.14. Speeding or imprudent driving in the pit area at any time will not be tolerated. May result in disqualification from current and future events.
- 2.15. 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 pit crew do not remain in the pit area at all times, the car they are signed in under may be suspended or disqualified. Refer to Section 10.7.
- 2.16. No arguments with, or gestures toward tow truck drivers, first aid attendants, safety crews, officials, or other track personnel will be tolerated.
- 2.17. Anyone who goes to the flag stand or tower to protest or otherwise jeopardizes the flow of the racing program will be removed from the property at the discretion of the officials.
- 2.18. Sandbaggers, ill-handling cars, cars that bring out 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.
- 2.19. 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 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.
- 2.20. No on-track repairs 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 re-join the field they must do so in a safe manner. If they re-join 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.
- 2.21. All cars must meet the minimum requirements, as outlined in the building rules.



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- 2.22. 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.
- 2.23. If your car catches fire, drive into the infield as quickly as possible. The fire crew will then attend to the situation.
- 2.24. Jack stands, or similar safety devices, must be always used when working beneath a vehicle.
- 2.25. 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.
- 2.26. Decisions of officials are final.





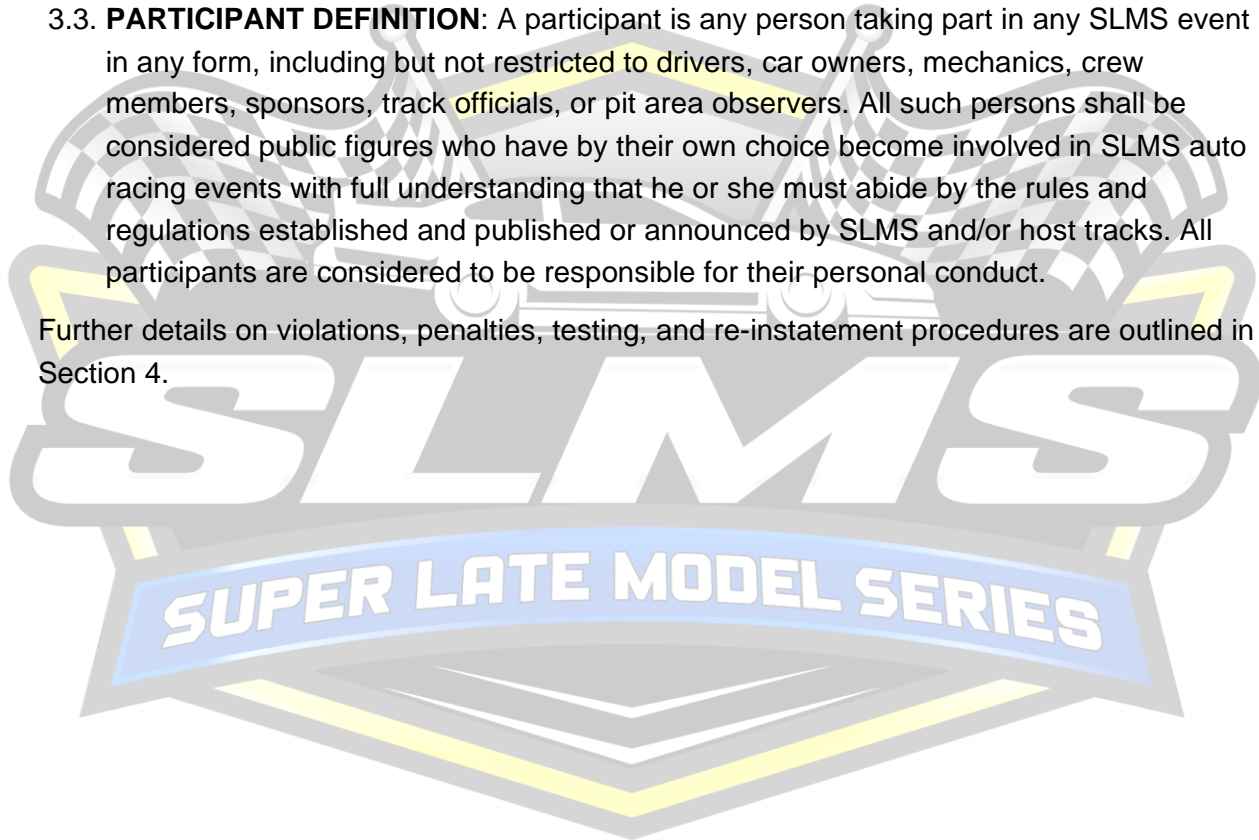
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### **3. DRUG POLICY**

- 3.1. **ILLEGAL DRUGS DEFINITION:** Illegal drugs are those substances defined and prohibited by provincial and/or federal laws.
- 3.2. **GENERAL PROHIBITION:** Possession or use of alcohol or 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.
- 3.3. **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.

Further details on violations, penalties, testing, and re-instatement procedures are outlined in Section 4.





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### 4. VIOLATIONS AND PENALTIES

4.1. 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:**

4.1.1. 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.

4.2. **RIGHT TO TEST:** SLMS reserves the right to test any participant for illegal drugs at any time.

4.2.1. **REFUSING TO TEST:** Refusal to test will result in Disciplinary action.

4.3. **APPEAL AND HEARING:** Any participant suspended for violation 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 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.

4.4. **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.



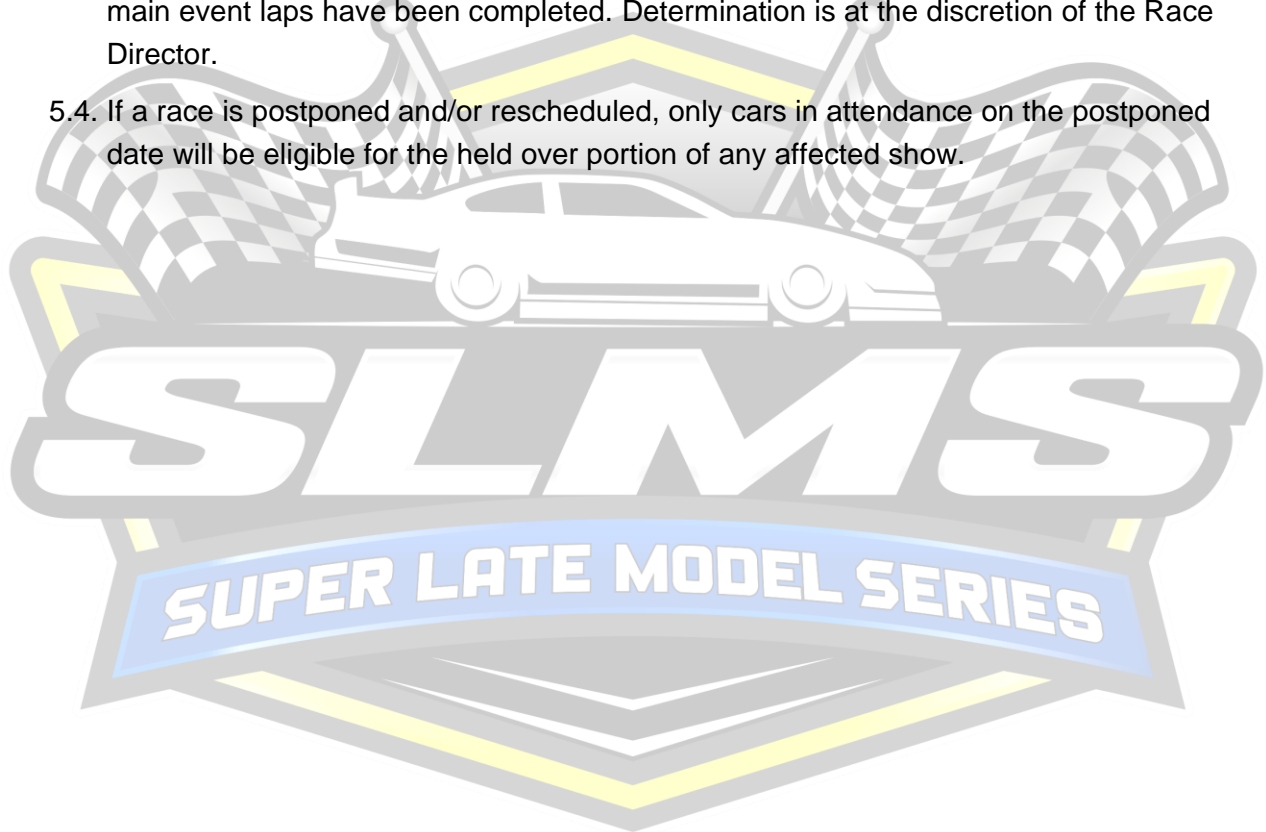


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### **5. DELAY OR CANCELLATION**

- 5.1. 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.
- 5.2. 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.
- 5.3. If rain shortens an event, it will only be considered official and complete if half of the main event laps have been completed. Determination is at the discretion of the Race Director.
- 5.4. If a race is postponed and/or rescheduled, only cars in attendance on the postponed date will be eligible for the held over portion of any affected show.



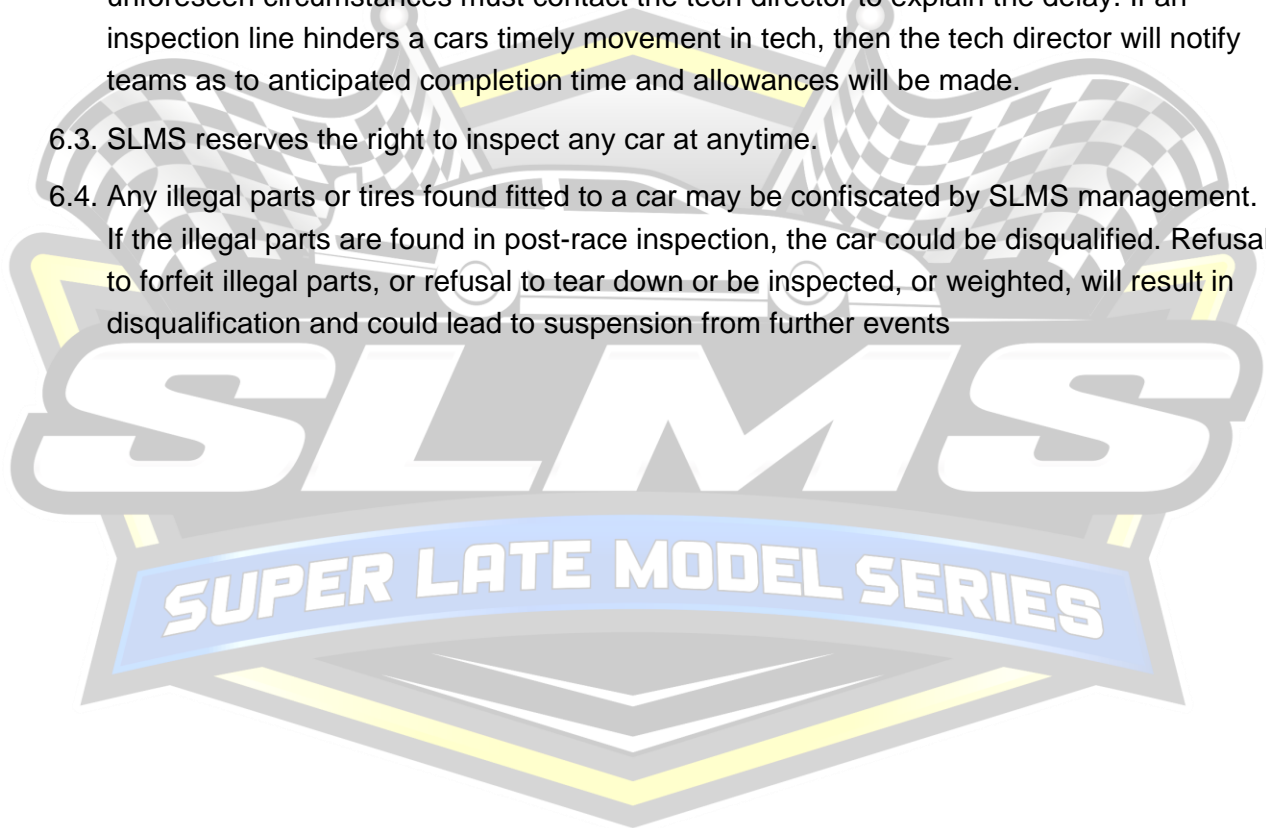


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### **6. INSPECTION**

- 6.1. 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 the tech director.
- 6.2. 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 cars timely movement in tech, then the tech director will notify teams as to anticipated completion time and allowances will be made.
- 6.3. SLMS reserves the right to inspect any car at anytime.
- 6.4. 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. 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



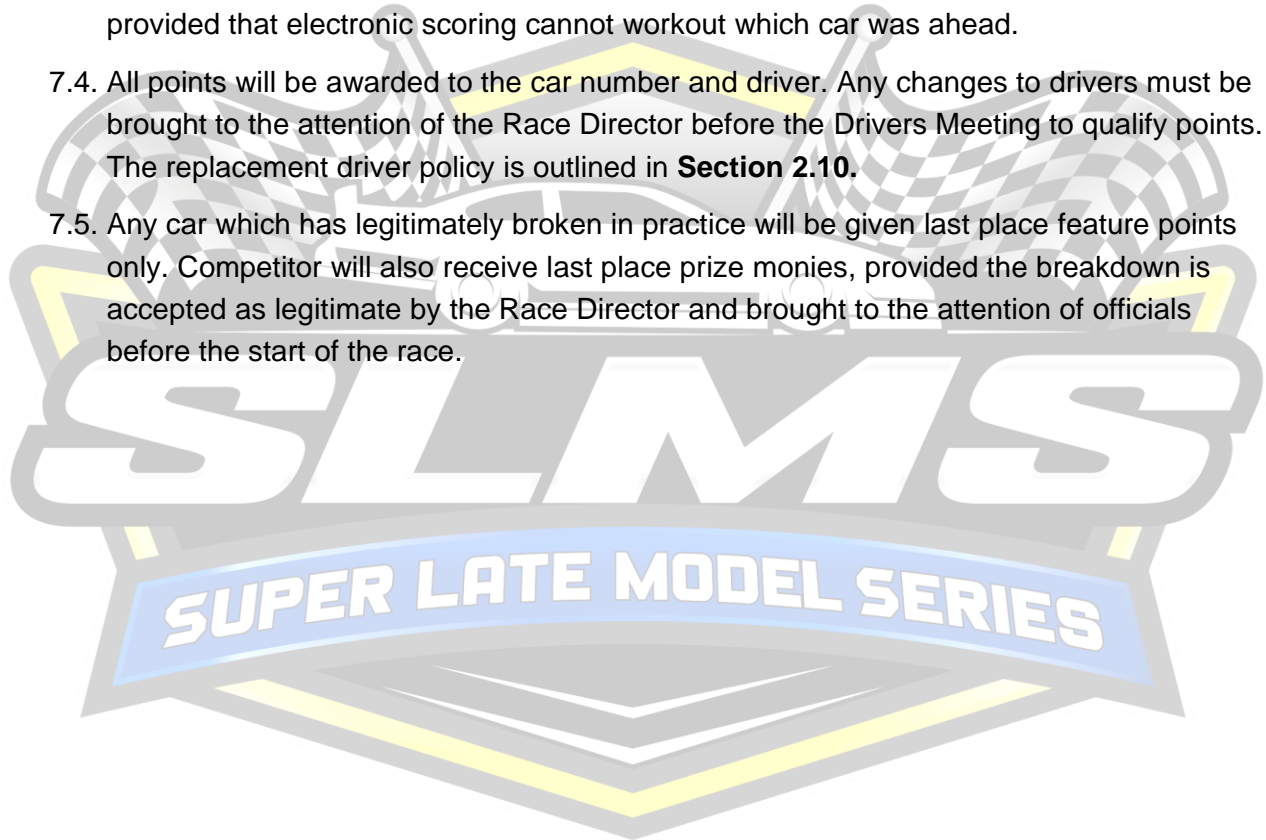


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### **7. POINTS**

- 7.1. Heat races will award 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.
- 7.2. The Main feature will award 90 points to the winner and decrease two points per position.
- 7.3. In the event of a tie for position in a race, the two 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.
- 7.4. 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 2.10**.
- 7.5. Any car which has legitimately broken in practice will be given last place feature points only. Competitor 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 race.





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### 8. HEAT RACES / LINEUPS

8.1. 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 7 - POINTS**, and heat races will serve as qualifying for all feature events, with the feature lineup being set as per **Section 9 – QUALIFYING**.

8.2. 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.

8.3. 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: 1<sup>st</sup> in Heat Race one

#2 draw: 1<sup>st</sup> in Heat Race two

#3 draw: 1<sup>st</sup> in Heat Race three

#4 draw: 2<sup>nd</sup> in Heat Race one

#5 draw: 2<sup>nd</sup> in Heat Race two

etc.

8.4. 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.

8.5. 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.



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### 9. QUALIFYING

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

9.2. Drivers will score a point total dependant on their change in position from the start to finish of a heat race. The feature line-up will be set with driver earning the highest 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.

9.3. Passing points are awarded as follows:

9.3.1. Each Driver will be awarded +1 point per position they gain in the heat race from their starting position. **Ex.** Starting 5<sup>th</sup> and finishing 2<sup>nd</sup> would yield a passing point score of +3.

9.3.2. Each Driver will be awarded -1 point, per position they lose in the heat race from their starting position. **Ex.** Starting 2<sup>nd</sup> and Finishing 4<sup>th</sup> would yield a passing point score of -2.

9.3.3. 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.

9.4. 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:

9.4.1. 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 2<sup>nd</sup> and the other finished 3<sup>rd</sup>, the 2<sup>nd</sup> place finisher would qualify ahead of the 3<sup>rd</sup> place finisher.

9.4.2. 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 2<sup>nd</sup> in Heat race 1 will qualifying ahead of the competitor who finished 2<sup>nd</sup> in Heat race 3.

9.5. **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.**

9.6. Any car that wins the previous event, cannot start any better then 50% of the field for the



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next event. For clarity, an odd number of entrants would see the 50% rule rounded up.

**Ex.** if they qualify to start the feature in 3<sup>rd</sup>, and there are 20 starters, the competitor can only start 10<sup>th</sup>. This will count towards that car's next start regardless of when on the schedule.

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

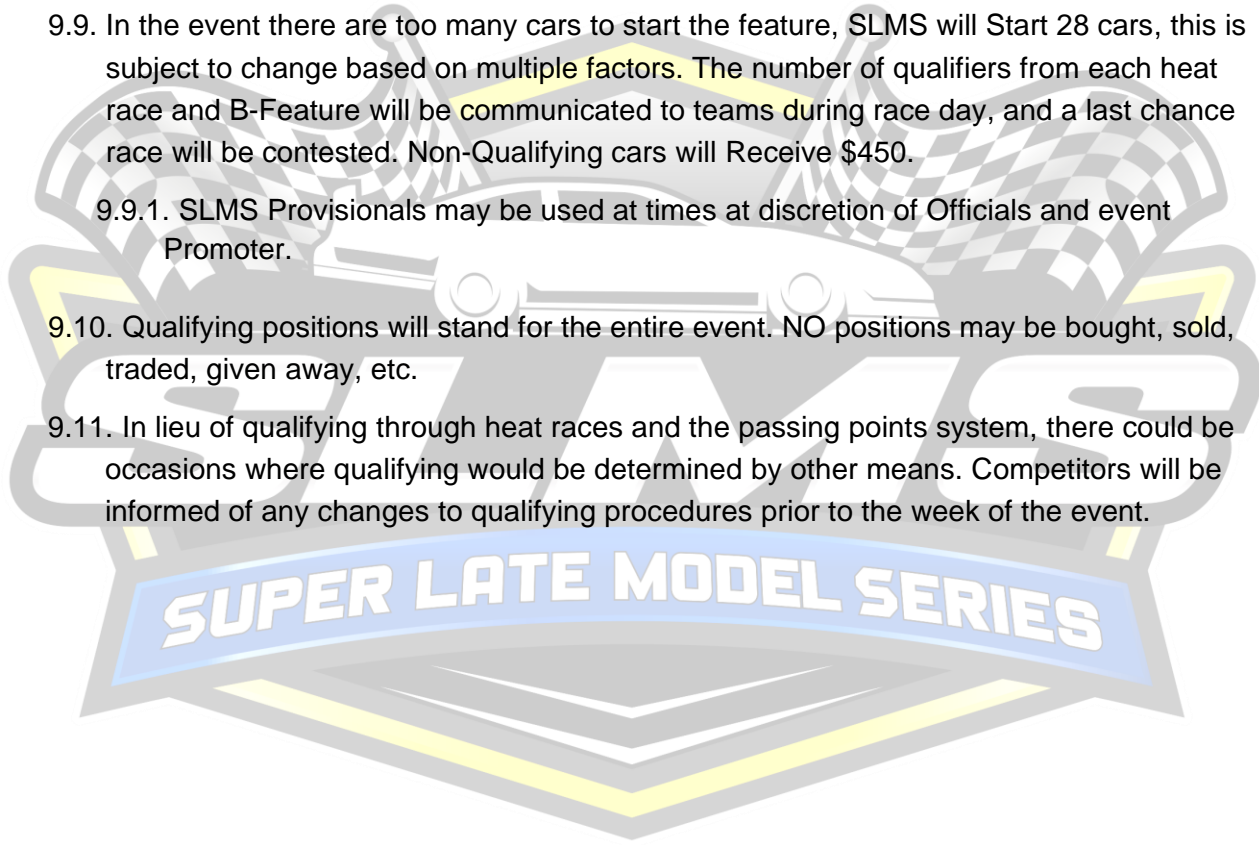
9.8. When an odd number of entrants must be divided into heats, the first heat or two will have the higher number of cars.

9.9. In the event there are too many cars to start the feature, SLMS will Start 28 cars, this is subject to change based on multiple factors. The number of qualifiers from each heat race and B-Feature will be communicated to teams during race day, and a last chance race will be contested. Non-Qualifying cars will Receive \$450.

9.9.1. SLMS Provisionals may be used at times at discretion of Officials and event Promoter.

9.10. Qualifying positions will stand for the entire event. NO positions may be bought, sold, traded, given away, etc.

9.11. 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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### 10. INITIAL START / RESTART PROCEDURES

- 10.1. Drivers will start the race based on their position as determined by **Section 9 - QUALIFYING**. Drivers will double up in standard “double-up” 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.
- 10.2. For all heat races, drivers will “double-up” per **Section 10.1** for all starts and restarts.
- 10.3. For all restarts during the feature race, once the line-up is deemed correct by Race Control, drivers will “Choose” their lane for the restart. The procedure for restarts is outlined in **Section 11 - CAUTIONS**.
- 10.4. 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 thick white 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.
- 10.5. Starting box procedures will be as follows:
  - 10.5.1. Once the “one to green” has been signalled, the pace car lights will turn off and the pace car will pull off the track.
  - 10.5.2. The front row will maintain pace car speed until they reach the starting box (indicated by the first line - in the middle of turn 3 & 4).
  - 10.5.3. Once the leader crosses the first line, the leader can start the race at any time within the starting box. The second-place car cannot accelerate before the leader in the restart box. When the leader accelerates to restart the race, the starter will wave the green flag.
  - 10.5.4. 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.
  - 10.5.5. 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.
  - 10.5.6. False starts will be yellowed, and all cars will be expected to fall back in their start/restart line-up, as they were, immediately.
  - 10.5.7. The person or persons deemed responsible for the false start will be at the



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discretion of the Race Director. Competitors who have two false starts in one race will be sent to the Rear of the field.

### **11. CAUTIONS**

- 11.1. 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.
- 11.2. 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.
- 11.3. During a caution, cars will be lined up in the order they were on the last completed lap of the entire field, as determined by officials.
- 11.4. Super Late Model Series events will utilize the “tap-out” rule. The procedure for this rule is any driver who feels they were at fault for an incident will 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 get their position back, and all other competitors will get their position back, provided they do not pit.
- 11.5. If no driver taps elects to tap-out, race control will revert to the “no-fault” rule and any cars involved in bringing about a yellow or red flag situation (why the race was stopped) will be placed at the rear of the field. Officials will not determine who caused the situation.
  - 11.5.1. Any car black flagged in a race, and is involved in a yellow, will be the only car at fault at the discretion of the Race Director.
- 11.6. 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.
- 11.7. During a caution period, drivers who enter the pit area will forfeit their running position and will be rejoin the back of the field in line in order of how they exit the pit.
- 11.8. On red flag situations, line-ups will also be determined from the last completed lap of the entire field.
- 11.9. Once one lap has been completed, anyone joining the field will be at the rear.
- 11.10. 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.





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11.11. Cars are to remain in single file under caution until it's time to double up and 'Choose'.

11.12. The 'Choose' Rule will be in effect for all SLMS Feature race events for restarts only (not the initial green flag). Once the restart line up is correct, competitors will be instructed to 'Choose' their lane.

11.12.1. While coming to two (2) laps until green, the call will be made by Race Control via radio, and the flagman will signal for drivers to choose their lane.

11.12.2. Each track will have a yellow marker paint on the track on the exit of 2. This will be the location for the choose. 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.

11.12.3. The next time by the start finish line, the signal will be given for one (1) to go until the restart.

11.13. Any driver that changes their line after the choose cone will be docked 1 lap by Race Control and not be eligible for the Lucky Dog for the rest of the night. This will not delay the green flag, the competitor will be informed about the penalty under green via Race Control.

11.14. 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.

11.15. The "lucky dog" will be available in all SLMS races. The first car one lap down is the only car with an opportunity to receive the "lucky dog," which will permit this competitor to gain a lap and resume the race on the lead lap. The recipient of the lucky dog will be required to start at the tail of the field, behind all other competitors. To be eligible for the lucky dog:

11.15.1. An eligible car will not be more than 1 lap down to the leader.

11.15.2. The eligible car cannot be involved in nor, have caused the caution.

11.15.3. The eligible car cannot pit during that caution or a subsequent caution on the restart.



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### 12. RACE FLAGS & PROCEDURES

12.1. **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 fall into single file immediately and remain there until instructed to “Choose” by the Race Director. The restart line-up will be determined from the running order on the last completed lap of the entire field.

12.1.1. Should the yellow flag wave before the leader has taken the **checkered flag** under green, a ‘Green-White-Checkered’ restart will take place. 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.

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12.2. **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.

12.2.1. 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.

12.3. **Green Flag:** The green flag indicates the start or restart of the race.

12.4. **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.

12.5. **Checkered Flag:** The checkered flag indicates the completion of the race.

12.6. **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., gas leak, bumper dragging, oil leaking, wheel pointing in wrong direction, etc.). 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 re-join the field at any time during the race.



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## Racing Procedures

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

12.7.1. 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.

12.7.2. 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.

12.7.3. 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.

12.8. **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.

12.9. Any car that stops on the racetrack during a green flag condition and brings out a yellow flag deemed unnecessary, such as for a flat tire, out of fuel or intentional stop, will have a 2-lap penalty 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.

12.10. 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.

12.11. 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 for the remainder of the event.



# *2023 Super Late Model Series*

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### **13. DRIVER INTRODUCTIONS**

13.1. When possible, SLMS will be doing Driver-Out introductions for the fans. This might at times include an on track autograph session.





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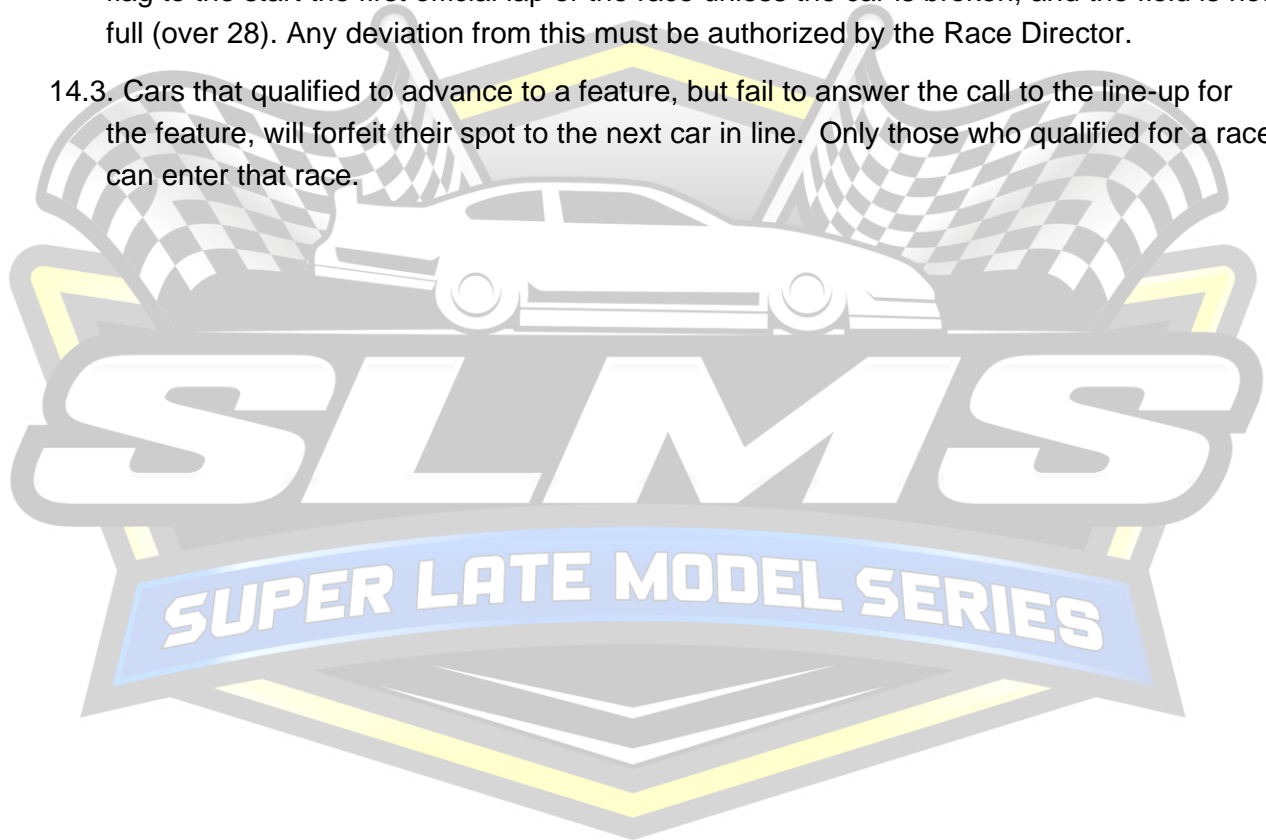
## *Racing Procedures*

### **14. PAYOUTS**

14.1. All pays will be credited to the listed car owner and will be made available from each race track on an individual basis.

14.2. In order to get credit for a finishing position in a race, a car must have taken the green flag to the start the first official lap or the race unless the car is broken, and the field is not full (over 28). Any deviation from this must be authorized by the Race Director.

14.3. Cars that qualified to advance to a feature, but fail to answer the call to the line-up for the feature, will forfeit their spot to the next car in line. Only those who qualified for a race can enter that race.





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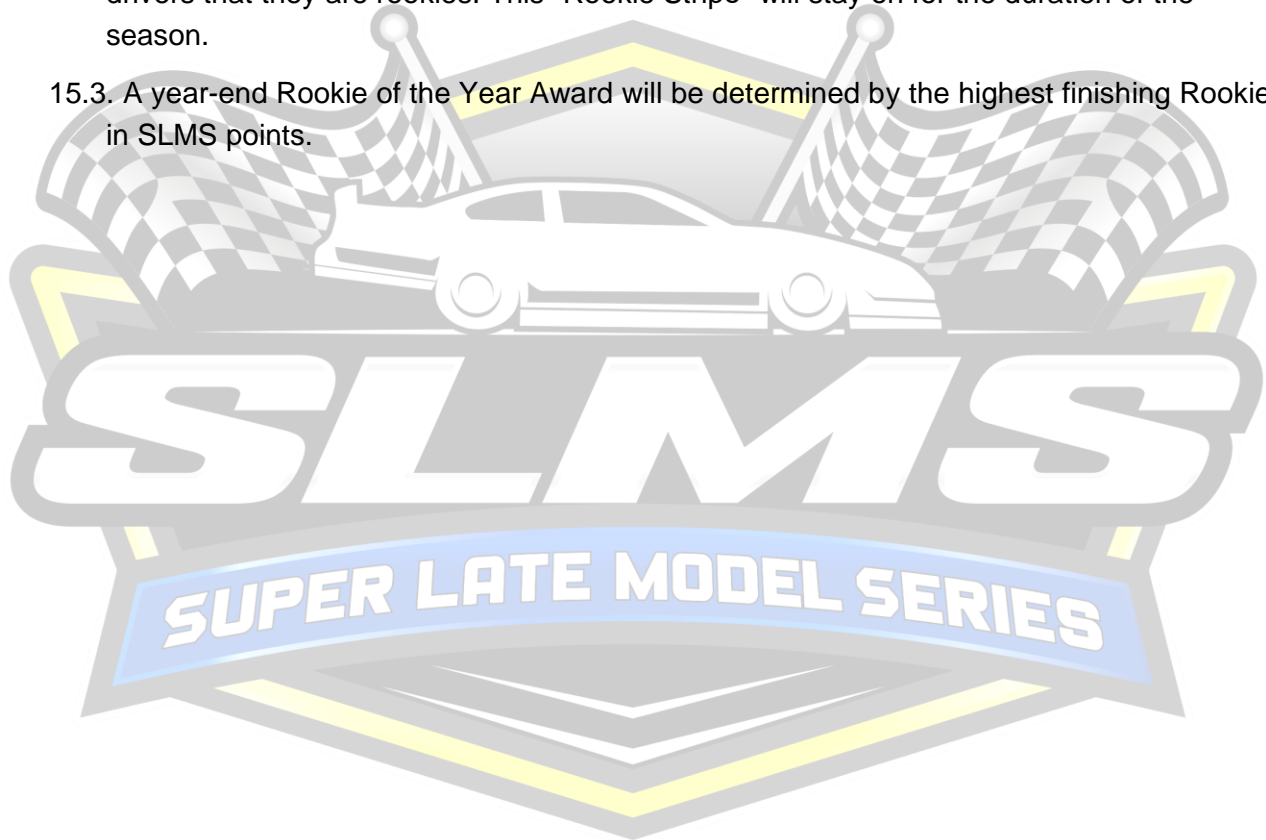
## *Racing Procedures*

### **15. ROOKIES**

15.1. A rookie is any driver who is in their first full year of competition with SLMS and no more than 5 previous starts in a similar class car at any track.

15.2. All Rookies must display two yellow stripes on their rear bumper to signify to other drivers that they are rookies. This "Rookie Stripe" will stay on for the duration of the season.

15.3. A year-end Rookie of the Year Award will be determined by the highest finishing Rookie in SLMS points.





# 2023 Super Late Model Series

## Racing Procedures

### 16. GENERAL

16.1. Pit gates open typically 4-5 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.

16.2. SLMS tracks will not allow any SLMS team to test at the Next race facility for 7 days prior to that event.

16.2.1. Exception to this rule will be the FIRST event at each location, will have a Friday night Open practice.

16.3. Practice Tires will be available for purchase at the First race only. After that, teams are expected to practice on their tires from the previous Race.

16.4. Pre-race inspection begins immediately after pit gates open.

16.5. Practice usually begins 4 hours before posted start time.

16.6. Practice ends approximately one (1) hour before posted start time.

16.7. Pre-race inspection ends one (1) half-hour before posted start time.

16.8. A drivers meeting will be held at each event, beginning approximately one (1) hour before posted start time. **Drivers Meeting attendance is mandatory.**

16.9. Line-ups will be posted at least one (1) half-hour before posted start time.

16.10. Line-ups begin 15 minutes before posted start time.

SLMS management reserves the right to alter any or all of these rules and procedures when deemed necessary.



# *2023 Super Late Model Series*

## *Racing Procedures*

### **17. WRAP UP**

17.1. 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 in charge.

17.2. These regulations are a guideline. Rules are subject to change without notice.

