



**Rocky Mountain
Lightning Sprint Association**

**Competition
Rules
&
Regulations**

2024

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INTRODUCTION

General

- a. These rules have been adapted from the RMLSA Rules and 2024 Performance Open Wheel Racing (POWRi) guidelines.
- b. Included in this rulebook are the competition regulations of the Rocky Mountain Lightning Sprint Association, Inc. (RMLSA) This rulebook is arranged alphabetically following the introduction, and all subsections are also arranged alphabetically for ease of use and continuity.

Responsibilities

- a. RMLSA provides administrative services to facilitate club activities. These include organizing the race schedule, race day events, tracking points, and conducting the financial activities of the club.
- c. RMLSA is not responsible for safety.
- d. Team owners, crews, and drivers are responsible for reading, understanding, and adhering to these rules, and for their equipment and conduct.
- e. Track owners, promoters and management are solely responsible for the condition of the facilities, safety crews, medical personnel, and conducting the race.
- f. Although RMLSA rules do include safety rules and inspections it is understood by the owners, crews, and drivers that racing cars exposes them to risk of severe injury or death. These risks are the sole responsibility of the owners, crews, and drivers. RMLSA, its officers or members, or delegates are not liable.

Order of Precedence

- a. Track specific rules will apply first. Club rules apply when track rules do not exist.

Spirit and Intent

- a. The purpose of this rulebook is to provide a common standard that will benefit all RMLSA members, competitors, and guests. For this reason, adherence to the rules and practices set forth in this book are fundamental to the welfare of everyone participating in the sport with RMLSA.
- b. This is not a foolproof set of rules and regulations. Lightning Sprint racing is a sport designed for the fun and enjoyment of the whole family. There have been attempts to "test" the rules by deviating from this purpose for which the basic sport is intended. The spirit and intent of the rules are going to be the standard by which racing Lightning Sprints will be guided. Race Officials are authorized to decide if an equipment change, or design is an attempt to beat the rules. They can and will disqualify an entry in violation of the spirit and intent of these rules. Any Race Official shall have the right to initiate action correcting a hazardous condition or a condition not in compliance with the spirit and intent of these regulations.
- c. Any RMLSA event may have its own special set of rules supplementing these regulations. Should the regulations published in this rulebook conflict with the special rules of the event, it is understood that the special rules of the event will take precedence by their specialized nature for the duration of the event in question.

GENERAL RULES

Conduct

- a. Every participant is expected to conduct him or herself while representing the Association in a manner that is not prejudicial to the Association, nor bring unnecessary criticism of the Association.
- b. Any proven false statements on any proven false document issued to, or concerning the RMLSA by any member, shall draw penalties as deemed proper by the Board of Directors.

- c. Any RMLSA member or racer who falsifies their age with the intent to compete illegally to defraud RMLSA and other competitors by such falsification, or flagrant violation of the rule to gain an unfair advantage may be subject to penalties as decided by the Board of Directors.
- d. Any RMLSA member or racer who modifies their car or engine with the intent to compete illegally with the intent to defraud RMLSA and other competitors by such modifications, unsportsmanship like conduct, or flagrant violation of the rule to gain an unfair advantage may be subject to penalties as decided by the Board of Directors.
- e. A driver/owner/crew member/guest addresses in a confrontational manner a member of the Board of Directors or any of the club officials, the individual may be subject to a 50-point penalty in addition to penalty for tech inspection as deemed appropriate by the Board of Directors.
- f. Any driver suspected of or who has consumed an alcoholic beverage or illegal drug on the day of an RMLSA event will not be permitted to compete. Any participant or crewmember observed consuming alcoholic beverages or illegal drugs during the practice or running of any event at an RMLSA sanctioned event will result in immediate suspension of that driver for the remainder of the racing season.

Drivers

- a. All drivers must be at least 13 years of age.
- b. All Owner/Drivers will complete RMLSA membership.

Membership

- a. All drivers must complete and return the information sheet with the appropriate fees prior to or on the race day prior to the first heat race.
- b. The car owner and driver must have an electronic or hard copy of the "RMLSA Competition Rules & Regulations" book and comply with the rules and regulations set forth therein.
 - i. Owner: \$35.
 - ii. Driver: \$65.
 - iii. Owner & Driver: \$100.
 - iv. General Membership: \$20.
- c. All drivers must pay a \$10 pit draw fee at each event. \$5 of this goes into the points fund, which will be distributed at the end of the year banquet to the top ten finishers in points. This fund may be supplemented by any sponsors through the year. The remaining \$5 will be pooled and shared evenly between the heat race winners for that event and paid the day of event.

Other

- a. Race Officials reserve the right to prevent any individual from participating in any RMLSA event. Infraction of a rule or rules may result in exclusion or expulsion for the event or in extreme cases, suspension, or expulsion from RMLSA.
- b. An entrant whose car is disqualified or who intentionally presents the car for a recheck without the specific corrections made to the satisfaction of the Technical Inspection Committee shall be disqualified from the event.
- c. The RMLSA pit meeting following the track pit meeting is mandatory for all drivers. Failing to report to the RMLSA pit meeting may result in the driver starting at the back of the heat race.
- d. All drivers will participate in preparing the racing surface prior to the start of the race. Exceptions will be made for drivers who are unable to operate their car without continued work in the pits that conflicts with the timely contribution to preparation of the race surface. The President of the club reserves the right to assess a penalty for drivers who chose not to participate in preparing the race surface.

Rookies

- a. A novice or rookie driver is defined as a driver with little or no open wheel racing experience. The status of a rookie driver that has racing experience in other divisions will be determined by the Board of Directors.

Visitors

- a. A visitor is defined as a person that does not intend to race more than two (2) events per season.
- b. Visitors may participate if they have first passed the general technical inspection or at the discretion of the Board of Directors. A visiting car owner or driver is required to have an electronic or hard copy of the "RMLSA Competition Rules & Regulations" book and comply with the rules and regulations set forth.
- c. Visitors will receive points.
- d. Visitors must pass technical inspection to receive a payout.

PAYOUT

Changes to Payout

- a. The Board of Directors reserves the right to change the payout schedule at any time in the event of unforeseen circumstances or financial hardship of RMLSA. In case of such an event, all members will be immediately notified in writing of the change.

Club

- a. Three percent of the purse goes to the club to cover expenses.

Heat Races

- a. Heat races will payout (based on cars entered) for the winner of each heat. Payout will be determined after the final technical inspection has been completed. Racers will receive this payout at the next scheduled event. RMLSA will mail the payout for the final race of the year. It is therefore important for competitors to maintain current contact information on file with the secretary.

Main Event

- a. The winner of the main event will receive a payout based on the number of cars in the starting field. The remaining positions will be determined by the size of purse for each event.
- b. Each driver will receive a payout for starting the main event. (See Attachment A for details)
- c. Any additional payout that is donated by race sponsors will be dispersed as deemed appropriate by the Board of Directors.
- d. Payout will be determined after the final technical inspection is completed. Competitors will receive this payout at the next scheduled event.
- e. RMLSA will mail the payout for the final race of the year. It is therefore important for competitors to maintain current contact information on file with the secretary.

Race Money

- a. 97% of the purse will be divided up depending on the results of the main event. (See Attachment A).

Shortened Events

- a. If the race promoter pays the club, the payout will be conducted as usual.

PIT RULES

General Rules

- a. All drivers and any other individuals entering the pit area must sign a waiver of liability release before entering the pit area.
- b. All drivers must purchase a pit pass before entering the pit area.
- b. Drivers must wear the wrist band for the current event pit pass in sight and visible to Track Officials.
- c. Any person on promotor or track premises who at the track at any time uses improper language to a Race Official shall be subject to immediate suspension. The length of the suspension will depend upon the degree of the offense. The Board of Directors will make the decision of the length of the penalty.
- d. If any person representing RMLSA causes a disturbance at any time, or causes bodily harm to, strikes, pushes or shoves any person at any time, they shall immediately be suspended and fined \$100.00. The driver of the car with whom the person is associated shall lose all points and monies for that event and shall be disqualified for the remainder of the event. The driver cannot resume competition until the fine is paid in full.
- e. When entering or leaving the pit area, the driver must use due caution. Speeds in the pit area will be slow. (5mph or less). Anyone violating this rule will be subject to fines. The Board of Directors will determine the amount of the fine.
- f. Any entrant disposing of fuels or lubricants in the pit area or the course area by pouring or spilling such fuels or lubricants upon the ground may be subject to expulsion from the pit area and/or fines. The Board of Directors will determine the amount of the fine.

POINTS

Points

- a. All competitors will start each race season with zero points.
- b. Points will be awarded only to registered RMLSA members and are non-transferrable.
- c. RMLSA Points will be awarded for each sanctioned event in the following manner:
 - i. Starting
 1. Each competitor who enters the pill draw will receive five (5) points for entering the competition.
 2. Heat Races
 1. See Figure 1.
 - ii. Feature
 1. See Figure 2
 - iii. Hard Charger
 1. A separate passing points award, called the Hard Charger Award will be awarded to the driver that passes the most cars in an entire season. This is based on feature starting position and feature finishing position. One (1) point will be awarded for each position gained.

		Heat Race Points			
		Heat 1	Heat 2	Heat 3	Heat 4
Finishing Position	1st	50	50	50	50
	2nd	48	48	48	48
	3rd	46	46	46	46
	4th	44	44	44	44
	5th	42	42	42	42
	6th	40	40	40	40
	7th	38	38	38	38
	8th	36	36	36	36
	9th	34	34	34	34
	10th	32	32	32	32
	11th	30	30	30	30
	12th	28	28	28	28

Ponts shown will be awarded to the competitor who finished the heat race in the position indicated.

Figure 1

		Feature Points
		Feature Event
1st		100
2nd		96
3rd		92
4th		88
5th		84
6th		80
7th		76
8th		72
9th		68
10th		64
11th		61
12th		58
13th		55
14th		52
15th		49
16th		46
17th		43
18th		40
19th		37
20th		34
21st		31
22nd		28

Ponts shown will be awarded to the competitor in the position indicated following the feature.

Figure 2

PROTESTS

Eligibility

- a. Only club officials or the driver/owner of a car can protest another car in his/her class. The protestor must specify the part of the event or car he/she is protesting (i.e. finish order, engine, weight, or fuel only).

Method

- a. Protester must submit the protest in writing within 15 minutes of the post-race technical inspection occurrence to the President or Vice-President. The protest must state which rule they believe was violated.
- b. Protester must submit a \$30.00 cash protest fee to the President or Vice-President with the protest.
- c. Car/Engine Protest: \$500. The protestor must submit the fee to the President or Vice-President with the protest and the protest fee.
- d. The Technical Director and one Board Member will determine the legality of the car. The final decision will be made and enforced by the Technical Director and announced/reported prior to the President or designated board member departing the track on the day of the event.
- e. The owner/driver is responsible for removing parts as needed to facilitate the technical inspection.
- f. Resolution: Protests may be settled at the track if the proper equipment is available. If a protest cannot be settled at the track, the club will seal the engine. If the seal has been tampered with in any way at the time of inspection, the car owner will lose the protest.
- g. If the car is found to be illegal, the protestor will receive his/her money back.
- h. If the car is found to be illegal or if the owner/driver refuses to allow the inspection, he/she will lose all points and monies for that event.
- i. If the care is found to be legal, the \$30 fee will go to RMLSA, and the protest fee will go to the car owner under protest.

RACE OFFICIALS

Chief Scorer

- a. The Chief Scorer is that official in charge of scoring. He/she keeps the Starter/Flagman informed of position, laps completed, finishing positions and other matters related to scoring. Upon completion of an event, the Chief Scorer will give the fact sheets to the Secretary. The track/promoter normally provides this position.

Director of Competition

- a. Director of Competition is the official having charge of race proceedings and official determination of race proceedings on the track. The track/promoter normally provides this position.

Pit Steward

- a. The Pit Steward is the official having charge of the pit area and any officials working in the area. He/she shall keep all unauthorized personnel out of this area and report any irregularities or violations to the President. Additionally, the Pit Steward ensures that competition is conducted fairly with no unnecessary delay; keeps and maintains a scoreboard in the pits for the benefit of owners and drivers; and performs other duties/related to ensuring fair and safe completion of races. The track/promoter normally provides this position.

Starter/Flagman

- a. The Starter/Flagman is that official having complete charge of the flags. Their flag signals must be followed without exception. The track/promoter normally provides this position.

Technical Inspection Director

- a. The Technical Inspection Director will direct the committee of not more than two members who have a good understanding of Lightning Sprint race cars, RMLSA rules, and a general knowledge of mechanics. They are inspect all cars for compliance with any rules recorded in the RMLSA rulebook.

Timer

- a. If the Timer uses a timing device or stopwatch, the Timer shall keep all records of qualifying runs and make a permanent record of them. The Timer shall not give out results of scored times to any person other than the Pit Steward or Track Announcer. The Timer shall be responsible for the timing equipment. At the end of the time trials, if any, the Timer shall submit all timing records to the Pit Steward. The Timer will submit a copy of the qualifying all timing records to the Secretary. The track/promoter normally provides this position.

RACE PROCEDURES

Backup Cars

- a. The Technical Director must approve the use of a backup car.
- b. A backup car does not have to be part of a team's original equipment. However, the backup car cannot have already competed in the event.
- c. If a driver changes cars, prior to his/her scheduled heat race, that driver will start in the position designated to him/her on the official heat line-ups.
- d. If the driver changes cars at any point after his/her scheduled heat race, that driver will start at the tail of the next scheduled event.
- e. Once a race has commenced, a driver cannot change cars for that race after one scored lap has passed.
- f. If a competitor utilizes a backup car, a driver change will not be permitted for the remainder of the event.

Changing Drivers

- a. If a car changes drivers prior to its scheduled heat race, that car will start in the position designated to it on the official heat line-ups.
- b. If a car changes drivers at any point after its scheduled heat race, that car will start at the tail of the next scheduled event.
- c. If a car changes drivers, the use of a backup car will not be permitted for the remainder of the event.

Did Not Finish (DNF)

- a. Cars dropping out after the Green Flag will be awarded finishing positions based on the number of laps completed.
- b. All cars that take the green flag will be awarded points for that race.
- c. If a car does not complete the first lap and cannot re-start, they will receive last place points.
If more than one car does not complete the first lap and cannot restart, they will be scored with respect to their starting position.
- d. If more than one car is involved in an incident during the race and cannot restart, scoring positions will be determined by their running position prior to the incident.

Event Format

- a. The Director of Competition will determine the event format and post this information at the track.
- b. All full race programs will take place in the following order:
 - i. Option 1: Heat Race Format
 1. Pill Draw in lieu of qualifying to determine line up (No Qualifying)
 2. Heats
 3. Qualifiers (Optional)

4. Trophy Dash (Optional)
 5. Semi-Feature (Optional)
 6. The feature event will be lined up from the heat race finish using an invert pill of (0), (2) or (4) drawn by the winner of the first heat race.
- ii. Option 2: Passing Points Format
 1. Pill Draw in lieu of qualifying to determine line up (No Qualifying)
 2. Heats
 3. Qualifiers (Optional)
 4. Trophy Dash (Optional)
 5. Semi-Feature (Optional)
 6. Feature
 - iii. Option 3: Qualifying Format
 1. Qualifications (Optional)
 2. Trophy Dash (Optional)
 3. Heats
 4. Semi-Feature (Optional)
 5. Feature

Flag Signals

- a. A green flag indicates start; the course is clear.
 - i. A driver may not exit his/her car while on the track during green flag conditions, with the following exception:
 1. A safety issue exists on the track (The Director of Competition will determine if the driver exited his/her car for a safety issue).
- b. A yellow flag indicates caution; slow down and maintain one's position.
 - i. The yellow flag will be displayed in the event of an accident or an unfavorable condition on the course. In the event of the yellow flag being displayed, the leader of the race is required to slow down to parade lap speed and the balance of the field will close in behind him/her in the order in which they crossed the start/finish line on the last scored lap.
 - ii. The green flag will not be displayed until the field has been completely closed up and the course is clear. When the green flag is again displayed, the race will be resumed all around the course.
 - iii. A driver may not exit his/her car while on the track during yellow flag conditions, with the following exception:
 1. A safety issue exists on the track (The Director of Competition will determine if the driver exited his/her car for a safety issue).
- c. A red flag indicates stop. The competitors must come to a complete stop. The Director of Competition will determine whether the red flag condition is open or closed.
 - i. A closed red: work on a car will be permitted during a closed red in the designated work area, but the car must be ready to resume racing when given the order and must start at the tail. Cars not back on the track before the one-to-go will not be permitted to resume the race.
 - ii. An open red: work on a car will be permitted during an open red on both the track and in the designated work area, but the car must be ready to resume racing when given the order. Cars not back on the track before the one-to-go will not be permitted to resume the race.
 1. Any work done on a car requiring a jack must be done in the work area during an open red.
 2. If a competitor moves their car to the work area during the open red, that car will start at the tail end of the field.

- a. A black flag indicates stop next lap. The car will not be scored if it does not stop on the next lap.
- b. A white with red diagonal flag indicates ambulance; an ambulance is on the track. Reduce speed and proceed with extreme caution.
- c. A royal blue with an orange diagonal stripe flag indicates a lapping competitor is attempting to pass, give him/her consideration.
- d. A white flag indicates the competitors are entering the last lap of the race.
- e. A checkered flag indicates race completion.

Heat Race

- a. Heat race lineups will be based directly on the pill draw position indicated.
- b. A minimum of four (4) cars must be in a heat. If there are less than eight (8) cars in total registered for the event, there will only be one (1) heat race.
- c. Competitors who arrive late (after pill draw is closed) will be added to the back of a heat race. The pill draw is closed once the TRACK pit meeting has ended.
- d. Any driver may elect to start at the back of the race with prior notification of an RMLSA race official.

Initial Starts

- a. Initial starts will be double file (2 wide) unless the Director of Competition specifies otherwise.
- b. The leader sets the pace for a start. All starts will occur after turn four.
- c. Any participant failing to take his/her proper starting position, deliberately obstructing a fellow competitor from taking his/her proper starting position, or intentionally delaying the start of a race event will be moved to the last running position.

Method of Starting

- a. All races will start with the flying start. The green flag will signal the start of the race.

Other

- a. If during the process of a race, a driver inadvertently leaves the course with all four wheels off the track, he/she must rejoin it at the nearest possible point compatible with the safety of himself/herself and other competitors without improving their position.
- b. Any car liberating excessive oil, water, smoke or fuel shall be black flagged from the track.
- c. No passengers will be permitted to ride in or on the racecar either during practice or in the pits.
- d. Drivers should signal by raising a hand, if they intend to stop, pull off the track or suddenly change their course of normal racing pattern. Signals to the pits are discouraged.
- e. Drivers may be given a Black Flag and/or discipline by the Board of Directors for foul driving, intentionally cutting the mark, unnecessary bumping, crowding, chopping, banking, charging the corners, jumping the start or rough driving. Penalties may include suspension, probation period, loss of points or monies. The Board of Directors will determine the penalty.
- f. The racing surface is from the infield markers to the wall. If a driver goes into the infield with their left side tires to advance their position the driver will be penalized two (2) finishing positions. (Example car #1 passes in the infield and finishes 2nd after the penalty he/she will finish 4th).
- g. Competitors must sign in with the pit office immediately upon arrival to the track to ensure proper insurance coverage.
- h. No race will begin until a driver's meeting has been held to explain the procedure decided upon by Race Officials. Race Officials shall decide the race procedure (e.g., the number of laps per heat, trophy, speed, and main event) on the day of the race. It shall be determined by the field of cars entered and by the requirements of the situation or promoter of the race.

Passing Points Format

- a. Passing points will be based on finishing position and cars passed.
- b. The participant will not receive passing points if he/she does not partake in pill draw. The participant will only receive finishing points from the heat race.
- c. The top 16 (in passing points) from the heat races will automatically transfer to the A-main. The number of cars that automatically transfer to the A-main from the heat races may be adjusted by the Director of Competition.
- d. The balance of the cars remaining will be lined up in subsequent consolation events based on passing points.
- e. The top finishing cars based on their finish will be lined up behind the cars that have already qualified for the main event. The number of cars taken out of each consolation event will be determined by the Director of Competition.
- f. Qualifying Format
 - i. Qualification order will be determined by pill draw.
 - ii. Any participant that does not participate in pill draw will automatically qualify last.
 - iii. Any participant not ready to qualify when it is their turn will be penalized one lap.
 - iv. Participants not in the proper qualifying order will be moved to the rear of the field and penalized one lap.
 - v. Qualifying is based on two consecutive laps, the fastest counted as the official time. Heat races will then be lined up according to the official times in an inverted, staggered manner.
 - vi. In the event of a tie, the tie will be broken using the second fastest lap time. Should the second fastest lap time also result in a tie, the result will be decided in the favor of the participant who qualified first.

Pill Draw

- a. All entrants must participate in pill draw to determine the heat race line ups or qualifying order.
- b. The designated time for pill draw will be posted at the track.
- c. If a participant fails to draw within the designated time:
 - i. The participant will not receive passing points if the event format calls for heat races. The participant will only receive finishing points from the heat race.
 - OR
 - ii. The participant will qualify last if the event format calls for qualifying.
- d. Only one pill may be drawn per entry.

Race Completion

- a. A race will be considered complete when the checkered flag has been displayed or whenever the scheduled distance is finished, whichever occurs first. All feature races must be completed by a green, white, and checkered flag unless the discretion of the Promoter states otherwise.
- b. If the scheduled distance of a feature event has not been covered, it is within the Director of Competition's discretion to decide if the race is complete.
- c. Races which are completed on subsequent dates will complete the unfinished portion of the scheduled distance.
- d. The white flag will be displayed to the leader as he/she completes his/her last lap and will continue to be displayed to each successive car during that lap of the race, indicating one more lap to be run. e. The checkered flag will be displayed to the leader as he/she completes his/her last lap and to each successive car until all cars running have been signaled that the race has been completed.
- e. If a race is stopped by a red flag after the leader and/or other cars have taken the checkered, those taking the checkered prior to the showing of the red flag will be scored according to how they crossed the start-finish line. Cars passing the start-finish line after

the showing of the red flag will be scored according to their last scored lap (green). Those involved in the accident will be scored as having finished at the rear of the field.

- f. If a race is stopped by use of the red flag and is ruled complete by virtue of more than 50% of the race event having been run, the finishing positions will be paid according to the last official scored lap by the leader, before the red flag is displayed. Any cars involved in the accident which resulted in the red flag being displayed, will be scored at the rear of the field.
- g. If a feature race stopped by the red flag and is ruled incomplete by virtue of not having completed 50% of the race event, all race participants of that event will share equally in purse money paid for that event.
- h. In the event of a rain out or an act of God after a feature field has been set, all owners and/or drivers in the feature field will be awarded 150 points each. Any owner and/or driver not transferring to the feature event that runs the semi-feature will receive 50 points each.

Restarts

- a. Restarts will be single file unless the Director of Competition specifies otherwise.
- b. In the event of a yellow flag, cars will restart according to the last completed lap.
- c. In the event of a red flag, cars will restart according to the last completed lap.
- d. Stopping on the Track: A car that stops for any reason under green flag conditions will be placed at the tail of the field for the restart. Exceptions to this rule will be made for safety issues. The Director of Competition will determine if the stop was made for a safety issue.
- e. 360-degree Spins: The offender will be sent to the tail of the field for the restart.
- f. Accidents: Cars involved in an accident will restart at the rear of the field according to the running order they were in on the last completed lap.
- g. Exiting the Track: If a participant exits the track for any reason during the race, he/she must restart at the tail of the field if permitted to resume the race. Exceptions to this rule will be made for safety issues. The Director of Competition will determine if the stop was made for a safety issue.
- h. If two or more competitors engage in any combination of the events named in letters (d) through (g) immediately above on the same lap, the participants will restart at the rear of the field according to the running order they were in on the last completed lap.
- i. Any participant failing to take his/her proper restart position, deliberately obstructing a fellow competitor from taking his/her proper restarting position, or intentionally delaying the restart of a race event will be moved to the last running position.
- j. The leader sets the pace for a restart. All starts and restarts occur after turn four.
- k. Participants cannot pass other competitors until they pass the cone on the front stretch. If a participant brings out the yellow flag because he/she passed another competitor before the cone, the participant will lose two positions on the restart.
- l. Competitors cannot hit the cone. If a participant brings out the yellow flag because he/she hit the cone, that participant will forfeit two positions on the restart.
- m. All lapped cars will be placed to the rear of the field on all restarts within 5 to go in the A-Main.

Retaliation

- a. If a participant engages in retaliation before, during, or after a race, the participant will be disqualified and will receive no points or pay for that event.

Rough Driving

- a. 1st Offense: Driver will be sent to tail end of the field.
- b. 2nd Offense: Driver will be disqualified, receive no points and no pay for that event.

Slide Jobs

- a. A participant's attempt to clear the car he/she intends to pass must be made in good faith. The good faith determination will be made by the Director of Competition.

Spins

- a. Spins are not permitted. The director of competition has the discretion to determine if the spin does not impede the race to maintain racing.

Starting Speeds

- a. No cars will hot lap or pass the designated pace car prior to the start of the race.
- b. In the event the first row fails to properly address the starting line, whichever car or cars are involved shall be moved to the rear of the field at the discretion of the Director of Competition.
- c. In the case of a start using a pace car, the pace car will leave the track before the starting lap and the lead pole car shall approach the starting line at a consistent speed, in accordance with track conditions and as required to keep the field in formation.
- d. In the event a pace car is not used, the lead pole car will set the pace, which shall be slow and consistent, in accordance with track conditions and as required to keep the field in formation.
- e. No driver may deliberately improve his position until the green flag is displayed.

Stopping on the Track

- a. A car that stops for any reason after leaving the grid and impedes the start of the race will be placed at the tail of the starting field with the following exception: A safety issue exists on the track (The Director of Competition will determine if the driver exited his/her car for a safety issue).
- b. A car that stops for any reason under green flag conditions, including for an accident, will be placed at the tail of the field for the restart. Exceptions to this rule will be made for safety issues. The Director of Competition has the discretion to determine if the stop was made for a safety issue.
- c. If the Director of Competition determines that a participant is continuously impeding a race, the participant will not be permitted to resume the race.

Warm-Up Laps

- a. The Director of Competition will determine and explain warm-up procedures at the driver's meeting at each track. These will differ depending on track conditions and Promoter's options.

Work Area

- a. The designated work area will be determined by the Director of Competition at each track. The designated work area may be utilized under yellow or red flag conditions. Under yellow or closed red conditions, once a car arrives in the work area, the car must begin its return to the track within sixty seconds or before the one-to-go of the same lap in which the car exited the track.
 - i. The car will restart at the tail of the field.
 - ii. If a car exits the track and does not return within sixty seconds or before the one-to-go of the same lap in which it exited the track, the car will not be permitted to resume the race.
 - iii. If a car exits the track and one or more laps are completed in its absence, that car will not be permitted to resume the race.
 - iv. If the number of times a car utilizes the work area impedes the race, the car will be prohibited from completing the race. Each car will receive sixty seconds the first time in the work area, after that you must be ready by the one to go.
 - v. There will be no opportunity to work on a car under yellow flag conditions during any event until after the heat races.

SAFETY EQUIPMENT

Drivers

- a. Racechievers are mandatory.
- b. A single disconnect type buckle arm restraint is required. Arm restraints shall be adequate to keep the driver's hands below the top of the roll cage.
- c. A Snell SA2015 or better helmet is required. It is recommended to have the newest Snell SA rating available. No Snell M rated helmets will be permitted. (Motorcycle).
- d. Approved 2-layer NOMEX or equal fire suit is required. (Single layer suites must have NOMEX underwear.)
- e. NOMEX racing gloves are required.
- f. A NOMEX head sock or skirt is required.
- g. A HANS type safety device is required.
- h. NOMEX shoes are required.
- i. All safety equipment will be inspected. No equipment will be permitted if there is excessive wear, tears, fraying, etc. as determined by Technical Inspector.

SOCIAL MEDIA

Social Media Rules

- a. The RMLSA social media rules apply to all RMLSA Competitors and Officials.
- b. A competitor is a driver, entrant, family member, guest, crew member or any other individual or entity who participates competitively in a RMLSA event.
- c. An official is any authorized RMLSA elected official, agent, representative, or delegate.
- d. RMLSA reserves the right to apply the rules to other members as it deems appropriate.
- e. The RMLSA social media rules are in effect immediately and will be posted in the "RMLSA Competition Rules & Regulations" book and made available to all members.
- f. RMLSA competitors will be responsible to read and follow the social media rules and ensure that any social media posts or comments are consistent with these rules. RMLSA will not tolerate inappropriate postings that may include discriminatory remarks, harassment, and threats of violence or similar inappropriate or unlawful conduct. Such violations will be subject to disciplinary action at the discretion of the Board of Directors.
- g. Always be respectful, fair, and courteous to others. Keep in mind that you are more likely to resolve complaints by speaking directly with others than by posting complaints to a social media outlet. Nevertheless, if you decide to post complaints or criticism, avoid using statements, photographs, video, or audio that reasonably could be viewed as malicious, threatening or intimidating. Avoid content that could disparage others or that might constitute harassment or bullying. Examples of such conduct might include offensive posts that could be construed as intended to harm someone's reputation. Avoid content that could contribute to a hostile track-side environment based on race, sex, disability, religion, or any other status protected by law, rule, or policy.
- h. Be honest and accurate when posting information or news. If you make a mistake, correct it quickly and extend an apology to those impacted. Be honest about any previous posts you have altered. Remember that the internet archives everything; therefore, even deleted posts or comments can be recovered. Remember that a controversial post or comment, even if deleted, may still be circulating thanks to a simple screenshot of that entry. Posts are "on the record" and available to the media, public, sponsors, and other business partners and subject to discovery in litigation matters. Never post rumors, speculation or information about RMLSA or others until an official announcement release or other post by official social media accounts has been made to the public and media.
- i. Don't Retaliate. RMLSA prohibits taking negative action against any member, competitor, official or others for reporting a deviation from this policy or for cooperating in an investigation. Any member who retaliates against anyone for reporting a deviation from this policy or for cooperating in an investigation will be subject to disciplinary action, up to and including suspension or not being permitted to engage in future membership with RMLSA.

- i. Identify yourself from the first encounter. Write under your own name, include your role, and provide a way for people to communicate with you.
- ii. Be accurate. It is a violation of RMLSA rules to disseminate false information knowingly or recklessly. It is critical that your facts are accurate and that you are a true “expert” on the topics you address.
- iii. Be mindful of others. Give credit where credit is due. Your comments also may impact other competitors and members of the racing community beyond your home country.
- iv. Respect your audience. Add value and provide worthwhile information and perspective. Contribute from a positive point of view. Be the first to own your mistake if you do make one.
- v. Use good judgment. Do not comment on former competitors, suppliers, or promoters’ posts unless it is value added and wholesome. Do not post photos or other images that are irresponsible, distasteful, questionable, or disrespectful.
- vi. Do not make comments or otherwise communicate in a manner that is obscene, threatening, intimidating, harassing, defamatory or discriminatory based on race, sex, disability, religion, or any other status protected by law, rule, or policy. Such communications are disrespectful and unprofessional. RMLSA will not tolerate such communication.
- vii. Pause before you post. If something makes you uncomfortable, think twice and review the situation, or discuss it with an RMLSA official. If in doubt, wait 24 hours and read your draft again before posting.
- viii. Protect yourself. You will be responsible for any material, content or links posted by other parties on your blog. Never publish personal, identifiable information about another person. Respect laws protecting copyrights, trademarks and other third-party rights. Provide references to information sources you use and copyrighted works you identify in your communications. Do not alter RMLSA logos.
- j. RMLSA reserves the right to modify these rules as it deems appropriate in its discretion. In such case, RMLSA will provide existing members with the revised policy via the electronic mail account on file with RMLSA for the member.
- k. The social media rules are not intended to discourage members from exercising their rights to use social media. Social media plays an integral role in reaching out to and growing our fan base. It is a way to give fans direct interaction with RMLSA, drivers, teams, tracks, and sponsors. These rules, if used correctly, will only enhance and brighten this experience for all parties involved.

TECHNICAL INSPECTION

Failure to pass Initial Technical Inspection

- a. Competitors will have until the next race to correct any violations found during initial technical inspection. The competitor may participate in the current event and receive points if the violation was not considered a safety issue. The competitor must correct all issues noted in the technical inspection by the next event.
- b. Visitors: Visitors that do not pass technical inspection will not receive any payout.

General Technical Inspection

- a. Safety Equipment:
 - i. Driver
 - ii. Car
- b. Specifications:
 - i. Frame
 - ii. Roll Cage
 - iii. Fire Wall
 - iv. Nerf Bars/Bumpers
 - v. Wheelbase

- vi. Track Width
- vii. Weight
- c. Wheel Diameter
- d. Engine Displacement
- e. Body Works
 - i. Belly Pan
 - ii. Numbers
 - iii. No glass/mirrors permitted except for gauge covers.
- f. Fuel System
 - i. Fuel Tank
 - ii. Fuel Lines
- g. Brakes
- h. Suspension (inspection for safety and no cockpit adjustable shocks).
- i. Technical inspection requires completed RMLSA membership.
- j. Transponder required. Must be mounted on the rear downtube of the chassis (either side permitted).
- k. RACEceiver required.

Preseason

- a. Members of the Technical Inspection Committee shall examine each race car. All cars may be inspected throughout the race event, any car not using approved tires will not be permitted to race.
- b. It will be the car owners' responsibility to ensure compliance with the safety rules and specifications. Lack of cooperation with the Technical Inspection Committee may be grounds for disqualification at the Board of Directors' discretion.
- c. Every car owner will sign an affidavit stating that his/her engine is legal and conforms to all rules and specifications for that year.

Post-Race

- a. The Technical Directors will manage the post-race inspection. Only those individuals directed by the Technical Directors will be permitted in the impound area. No other competitors or members are to be in the impound area. Upon exiting the track, the winner of each heat race must proceed directly to the designated technical inspection area selected by the Technical Director. Failure to do so will result in a disqualification of the heat race to include all points and monies awarded from the heat race.
- b. The first (3) cars in finishing order from the main event must go directly to an "impound" area. The top three (3) cars will be inspected for any car specification at the discretion of the Technical Directors. The fourth (4th) place car will also go to impound as standby. The "impound" area will be determined before the race begins. Not stopping at the impound area will result in moving the entrant to the last finishing position for points and money for that event.
- c. Only the driver and one other crewmember will be permitted to enter the impound area for each car.
- d. If a disqualification occurs, points and monies will be awarded to second place and the following drivers will move up for points only.
- e. The top three (3) finishers in each race should expect to be inspected for the following after each race:
 - i. Technical Inspection sticker, car weight, fuel and tires.
 - ii. Other car specifications at the Technical Director's discretion.
- f. The findings of the post-race technical inspections are not subject to review and are final. The items checked are final. These items are not subject to Board of Director review, protest, or appeal. By entering a race, each competitor agrees to submit to post-race technical inspection.

Protest Penalties

- a. Chassis: Owner and Driver shall forfeit all monies and points earned for that race event. Second infractions, owner and driver shall forfeit all monies earned for that event and all points earned for the season to date.
- b. Engine: Owner and Driver shall forfeit all monies for that race event and all points earned for the season to date. If you do get caught, through a tear down process, you will pay a \$1,000 fine and a forfeiture of all points for the year.

Record of Inspection

- a. All cars passing technical inspection will be issued an RMLSA decal which must be displayed on the right upper roll cage bar.
- b. The inspection results shall be recorded and completed inspection forms will be submitted to the secretary.
- c. Any appeals shall be made to the Board of Directors.

TECHNICAL SPECIFICATIONS

Brakes

- a. No electronic controlled brake bias adjuster permitted. (Manual adjustment only).
- b. If at any time during competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in competition.

Car Appearance

- a. Sprint style cars, including hood and tail.
- b. No Rear Engine Cars or Sidewinder Cars.
- c. Minimum of seven (7) inches open between right side armguard panel (window) and bottom of the top roll bar.
- d. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper.
- e. The engine must be covered with a cowling or hood secured in place. The hood or cowling need not enclose the sides of the engine.
- f. Side visors on roll cage will be limited to eight (8) inches tall. Only steel or aluminum floor/belly pan are permitted.
- g. Sun visors must not extend forward more than seven (7) inches from the front of the forward most edge of the roll cage/halo tube and may not be wider than the width of the cage.
- h. Panels attached to nerf bars will not be permitted.
- i. No paneling will extend past edge of frame rails more than thickness of material. One (1) inch turnout permitted on all body and sail panel edges, except sun visor.
- j. The car must be always equipped with a rear bumper.
- k. Front and rear bumpers and nerf bars must be constructed of magnetic and or stainless steel (no titanium) tubing with a minimum outside diameter of 7/8 inch and having a minimum wall thickness of .065 inch and a maximum wall thickness of .120 inches. A maximum of three horizontal and/or three vertical tubes are permitted in the construction of nerf bars.
- l. All cars must have a tubular front bumper extending forward no more than 21 inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard.
- m. No components or accessories may be attached to the nerf bar assembly other than exhaust system.
- n. Mandatory Numbers
 - a. Top wing side panel numbers (must be 14 inches tall minimum) and tail tank numbers (nine [9] inches tall minimum).

- b. At non-wing events (if applicable) a nine (9) inch minimum number must be attached on the nose of the forward most panel.
- o. Preferred Numbers
 - a. Top wing number (18-inch-tall minimum) & Front body/nose (nine [9] inch tall minimum) (numbers-must be a size that is clearly visible from the scoring tower). Also, competitors must have a letter: "A" or "G" (to designate the type of fuel he/she is using), located on each side of the tail tank/cover at the fill cap area.
- p. Each car must have a CO2 or dry chemical type fire extinguisher in good working order in the pit area.

Chassis

- a. Minimum weight (wing races) for car and driver after the race = 975 lbs.
- b. Weight added to car must be bolted behind motor plate and forward of rear axle within the confines of the chassis.
- c. Ballast must be painted white and be labeled with the car number it belongs to.
- d. All cars will be weighed for compliance with the current rules prior to competing for the first time.

Cockpit

- a. No cockpit adjustable shocks will be permitted. Drivers may use a wing slider adjustment.

Components

- a. No cockpit adjustable components of any kind will be permitted except electronic adjustable wing slider and brake bias adjuster.
- b. All front axles must be constructed of 4030 tubing. Titanium front or rear axles are not permitted.
- c. Non cockpit adjustable shocks are permitted.

Engine

- a. Normally aspirated, production motorcycle engines production year 2019 or older may be used.
- b. No limited production engines will be permitted.
- c. The engine must be the year 2019 or older.
- d. The serial number must be clearly identifiable.
- e. Engine case, cylinders, head, crank, rods, pistons, cams, valves, transmission, coatings, and clutch must remain stock OEM and operational.
- f. Removal of carbon deposits in ports is permitted. No removal of head material and/or modification of valve seats will be permitted.
- g. No milling of the cylinder head, except for cleanup purposes, will be permitted. A .010 maximum head cleanup is permitted.
- h. Dry sumps are permitted. The oil pick-up may be relocated in the crankcase to facilitate circle track conditions.
- i. All aftermarket ignitions, exhausts, carburetors, cam chain tensioners and oil pans are permitted.
 - i. No aftermarket electronic throttle bodies are permitted.
 - ii. No porting or milling of throttle bodies is permitted.
- j. Mechanical or electronic injection is permitted with either methanol or gasoline. No additives will be permitted on air cleaners and/or air boxes that result in any type of performance enhancement. The ID of the aftermarket fuel injection throttle bodies (electronic or mechanical) can be no larger than the stock fuel injection bodies (1 .079mm). Custom ram tubes or insert washers may be used to achieve the stock inside diameter in aftermarket throttle bodies. No porting or enlarging the diameter of the stock throttle bodies will be permitted.

- k. All replacement parts are to be replaced with original factory 48 state replacement parts or aftermarket parts of same factory configuration. The mixing of some parts for same name engines may, however, be permitted. In no way should mixing or matching of parts be performance enhancing.
- l. No internal modification of the engine, clutch or transmission including removal, grinding, filing, or altering of ports is permitted.
 - i. The following exceptions apply:
 - 1. Additional or heavier clutch springs may be used. No internal modification limits to older style motors (motors years prior to electronic fuel injection) 1200 cc maximum. Degreeing of stock OEM cams is permitted.
- m. All cars must be able to start the first race under their own power without assist.
- n. Oiling system may be modified for reliability. Oil pan, pickup, cooler, lines, tank(s), and pump(s) may be modified or replaced.
- o. The motor plate may not be made from carbon fiber or any other composite materials.
- p. Aftermarket Engine Control Module(s) or Fuel Management System(s) will be permitted.
 - i. No electronic traction control will be permitted. No aftermarket plug-in traction control devices, wheel speed sensors or chain sensors will be permitted.
 - ii. All electronic components may be inspected, sealed or confiscated by RMLSA Technical Directors, board members or other designee at any time.
 - iii. The maximum penalty for utilizing traction control is a one-year suspension from competition with RMLSA and loss of all points earned for the season.
 - iv. All cars must be equipped with ignition switch and emergency shut off located within easy reach of the driver.

Exhaust

- a. Mufflers are mandatory. Exhaust system tail pipe(s) must not be any wider than nerf bar.
- b. The car may be required to have a muffler if local conditions warrant.
 - i. If so, this will be stated on each individual entry blank. The Technical Director may disallow a muffler that in his/her opinion is not within the spirit or intent of this rule.

Final Drive

- a. Chain drive only permitted. Chain guards must cover the top and driver's sides of chain and a minimum of 3/32 inch Aluminum must be used for a chain guard.
- b. Engine offset is a maximum of six (6) inches measured at the rear of the engine, centerline of inside cylinders to the center line of the motor plate upright in chassis.
- c. All cars must be equipped with a rack & pinion or gear steering.

Firewall

- a. Between engine and driver, there must be a minimum of .035 inch of material with no holes or gaps between the drivers' legs/feet and the motor.

Fuel

- a. No plastic or aluminum fuel or oil lines permitted.
- b. Fuel lines must be high quality, automotive type and securely attached. Fuel or oil lines may have aluminum connections and fittings.
- c. No oil coolers/radiators may be mounted in the driver's compartment area.
- d. No metal fuel tanks permitted. All tail tanks are required to have bladders. Jaz-type plastic tanks with a locking cap will be permitted.

Fuel System

- a. Maximum 112 octane gasoline, E85, or Methanol.
- b. No oxygenated fuels will be permitted.

- c. All fuel is subject to testing at any time. Any fuel that does not conform to these standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.
- d. All tanks must have a minimum of four mounts to the chassis.
- e. Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder.
- f. The engine must be equipped with a fuel shut-off device.
- g. A Midget/Micro/Sprint tank must have a bladder.
- h. Rollover valves are mandatory.
- i. All tanks/fuel cells must be securely mounted between frame rails and behind the driver.

Heim Joints and/or Rod Ends

- a. Minimum size, 7/16-inch steel with 3/8 inch bolts (or 1/2 inch aluminum) for tie rods, radius rods, watts link, drag link, pan hard bar, etc.

Roll Cages

- a. Minimum of 1 1/4 inch x .095 or 1 3/8-inch x .083 wall thickness (above main frame rails), chromoly tubing is required.
- b. The roll cage must have a cross brace (3/4-inch diameter minimum) behind seat for shoulder harness support.

Tires

- a. Competitors must use Hoosier tires (tire sizes listed below).
- b. Front tires: 68.0/7.0-13 D12, D15.
- c. Left rear tires: 74.0, 76.0, 77.0, 78.0, 80.0 /10.0-13 / D12 or Harder.
- d. Right rear tires: 82.0/12.0-13 SP2 or SP3.
- e. Any device(s) used for warming the tires prior to competition is prohibited.
- f. Any solvents or a chemical applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited.
- g. Siping and/or grooving of tires is permitted.
- h. Electronically controlled tire pressure bleeders are not permitted.

Wheelbase

- a. 65 inches minimum to 73 inches maximum.
- b. Maximum rear width 66 inches width, measured from outside of the left rear tire to the outside of the right rear tire.

Wheels

- a. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels on each car.
- b. The wheel diameter must be 13 inches.
- c. The wheel width is limited to eight (8) inches for both front wheels.
- d. The rear wheels are restricted to a maximum width of 10.5 inches for the left rear, and 12.5 inches for the right rear.
- e. An approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
- f. All bolts are mandatory in bead lock and wheel centers.

Wings

- a. The top wing is restricted to a maximum of 16 square feet. The wing must be a single airfoil with maximum wicker bill of two (2) inches tall and bent at 90 degrees.
- b. The wicker bill is not included in the airfoil dimensions. All four (4) sides of wing body must be a straight line from corner to corner.

- c. Side panels restricted to a maximum 1460 square inches on the right side, and 1680 square inches on the left side.
- d. The top wing cannot extend outside the wheels/tires, and it must be centered on the cage.
- e. The front wing is restricted to a maximum of 576 square inches. The front wing must be constructed of single airfoil. The side panels are restricted to a maximum 12 inches high x 26 inches long.

TRACK OFFICIALS

Conduct of Officials

- a. An official will make certain that he/she always conducts him/herself in such a manner, in performance of their duties, that he/she will command the respect of all drivers, car owners, other officials and the racing public. It is a foregone conclusion that an official will command the respect of all concerned. In the heat of competition, tempers and judgments may flare. It is imperative that the officials keep this utmost in their minds and that they do not engage in conduct unbecoming at any time. When the heat of competition cools, sensible judgments and pleasant personalities quickly return. An official will show no partiality in the interpretation of the rules.

Official Designated by the Track

- a. Any person representing the racetrack in an official capacity.

Regulations

- a. An official will, under no circumstances, misuse the authority vested to him/her. An official will present him/herself properly by being neat, courteous, considerate, and well-mannered to all, not only to participants and other officials, but to spectators whenever he/she may encounter them.
- b. An official will be polite but firm in the performance of their duties.
- c. All officials must be qualified and familiar with all rules and regulations.

ATTACHMENT A

Payout Table Vertical

		Number of Cars that Started the Feature																	
		5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Finishing Position	1st	35%	30%	27%	22%	20%	19%	18%	16%	15%	14%	14%	13.5%	13.5%	13%	13%	12.5%	12.5%	12%
	2nd	25%	22%	20%	18%	16%	16%	14%	13%	12.5%	12%	12%	12%	11.5%	11.5%	11%	11%	11%	10.5%
	3rd	15%	14%	13%	12%	14%	14%	12%	12%	11%	11%	10.5%	10.5%	10.5%	10%	10%	10%	9.5%	9.5%
	4th	12%	11%	11%	11%	12%	11%	10%	10%	10%	9.5%	9.5%	9.5%	9%	9%	9%	9%	8.5%	8.5%
	5th	10%	10%	9%	10%	9%	8%	9%	9%	9%	8.5%	8.5%	8.5%	8%	8%	8%	7.5%	7.5%	7.5%
	6th	N/A	10%	9%	9%	8%	7%	8%	7.5%	7.5%	7.5%	7%	7%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%
	7th	N/A	N/A	8%	8%	7%	6.5%	7%	7%	7%	7%	6.5%	6%	6%	6%	6%	6%	6%	6%
	8th	N/A	N/A	N/A	7%	6%	5.5%	6%	6%	6%	6%	5%	5%	5%	5%	5%	5%	5%	5%
	9th	N/A	N/A	N/A	N/A	5%	5%	5%	5%	5%	5%	5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
	10th	N/A	N/A	N/A	N/A	N/A	5%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
	11th	N/A	N/A	N/A	N/A	N/A	N/A	4%	4%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
	12th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.50%	3.5%	3.5%	3.5%	3%	3%	3%	3%	3%	3%	3%
	13th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3%	3%	3%	3%	3%	2.5%	2.5%	2.5%	2.5%	2.5%
	14th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
	15th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.5%	2.5%	2.5%	2.5%	2%	2%	2%	2%
	16th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2%	2%	2%	2%	2%	2%	2%
	17th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2%	2%	1.5%	1.5%	1.5%	1.5%
	18th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.5%	1.5%	1.5%	1.5%	1.5%
	19th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.5%	1.5%	1.5%	1.5%
	20th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1%	1.5%	1%
	21st	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1%	1%
	22nd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1%

Percentage shown in table is the percentage of the track total payout for the event that will be paid to the competitor in the position shown following the feature. Percentage will be calculated, then rounded **up** to the nearest whole dollar for payout.

ATTACHMENT A

Payout Table Horizontal

		Number of Cars that Started the Feature																				
		5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22			
Finishing Position	1st	35%	30%	27%	22%	20%	19%	18%	16%	15%	14%	14%	13.5%	13.5%	13%	13%	12.5%	12.5%	12%	12%		
	2nd	25%	22%	20%	18%	16%	16%	14%	13%	12.5%	12%	12%	12%	11.5%	11.5%	11%	11%	11%	11%	10.5%		
	3rd	15%	14%	13%	12%	14%	14%	12%	12%	11%	11%	11%	10.5%	10.5%	10%	10%	10%	9%	9%	9%		
	4th	12%	11%	11%	11%	12%	11%	10%	10%	10%	10%	9.5%	9.5%	9%	9%	9%	9%	8%	8%	8%		
	5th	10%	10%	9%	10%	9%	8%	7%	8%	7.5%	7.5%	7.5%	7%	7%	6.5%	6.5%	6.5%	6%	6%	6%		
	6th	N/A	10%	9%	9%	8%	7%	6.5%	7%	7%	7%	7%	6.5%	6%	6%	6%	6%	5%	5%	5%		
	7th	N/A	N/A	8%	8%	7%	6.5%	5.5%	6%	6%	6%	6%	5%	5%	5%	5%	5%	4.5%	4.5%	4.5%		
	8th	N/A	N/A	N/A	7%	6%	5.5%	5%	6%	6%	6%	6%	5%	5%	5%	5%	5%	4.5%	4.5%	4.5%		
	9th	N/A	N/A	N/A	N/A	5%	5%	5%	5%	5%	5%	5%	5%	4.5%	4.5%	4.5%	4.5%	4%	4%	4%		
	10th	N/A	N/A	N/A	N/A	N/A	5%	5%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%		
	11th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4%	4%	4%	4%	4%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%		
	12th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.50%	3.5%	3.5%	3%	3%	3%	3%		
	13th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3%	3%	3%	3%	3%	3%		
	14th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3%	3%	3%	2.5%	2.5%	2.5%		
	15th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%		
	16th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.5%	2.5%	2.5%	2%	2%	2%		
	17th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2%	2%	2%	2%	2%	2%		
	18th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2%	2%	2%	1.5%	1.5%	1.5%		
	19th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.5%	1.5%	1.5%		
	20th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.5%	1.5%	1.5%		
	21st	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1%	1%	1%		
	22nd	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		

Percentage shown in table is the percentage of the track total payout for the event that will be paid to the competitor in the position shown following the feature. Percentage will be calculated, then rounded **up** to the nearest whole dollar for payout.