



## General Rules 2024

General Rules applies to all divisions in one manner or another.. The track Owner / Promoter and Staff will have the final interpretation of all rules and how they will be applied to each division. How you, your engine builder, or your crew interpret the rules may not align with the spirit of how the rules were written so ask before you build your engine or car or take something for granted that may get you disqualified.

2 way communication radios are allowed per division rules... NO DIGITAL RADIOS.. Only Analog type radios

### New Flow of Traffic in the New Pits and Infield:

INSURANCE>>> INSURANCE .... INSURANCE.. Controls this sport.. This is our Last ditch effort to be able to allow anyone in the center of the race track while racing is going on. If you do NOT follow the directions you will be removed and worst case EVERYONE will lose these privileges and will watch the races from the outside of the track.

The Ramp on the back stretch is now ONLY for entering the infield beginning 2024. This RAMP is ONLY to be used for Entering the track NOT EXITING.

Cars will cross first when the pit gate personal gives the Ok followed by pit vehicles then followed lastly by patrons walking or in wheel chairs.

All pit vehicles that are with cars in the race will park in front of the fenced in tech area during the race

If your car comes in the Pits during a weekly race the ONLY AREA you are allowed to work on the vehicle at is the area Immediately in front of the Fenced in Tech Area. EIRI You will exit like always and blend back into traffic down the back stretch.

After the Race the top 3 Cars will go to the Tech Area...

After you are released from tech you will turn right as you exit Tech and wait for direction from the pit road steward as to when you are clear to cross pit road and exit the new Pit exit at the end of the front stretch.

**EVERYONE in the Infield will EXIT the new turn one exit. Cars first followed by pit vehicles followed by patrons.**

**If you cannot follow Instructions you will NOT be allowed in the infield of the track.**

**No Footballs etc... in the infield or pit area. It is simply too dangerous to have something that takes your attention off what is going on.**

**There is also a new pit road down the inside of the back stretch.. It is 18 feet wide.**

**The next two Racing events will at all times be lined up on the Back stretch Pit Road in Single file on the outside edge. Everyone must stand to the left side of all cars lined up during the races. You must stay with your car at all times as the starting line up for your race will be checked over and if there is a discrepancy you will be needed to adjust your cars position**

**Staging TIMES: It is your responsibility to know when you are supposed to be lined up and staged for your race. This year once the first race starts you need to have your car ready to stage as the program of races will move EXTREMELY FAST have your car ready.... We will NOT wait on you if you are not staged.. If you are not in your correct spot when your group goes to the infield for final staging you will NOT RACE or will start in the rear. Decision is the Race Directors.**

**New Lower Pit line up AREA... Drivers meeting will now be held after qualifying so the Race director will bring copies of the race lineups to the drivers meeting..**

**We will have numbered stalls laid out on the asphalt at the bottom of the ramp in the lower pits for you to line up in. This year we are looking at starting a little later and moving the show along so you need to be ready.. ONCE we start the races should go clic clic clic.. BE READY BE LINED UP**

**You will simply go line up and get in your numbered position (1-20) when it is announced for your division to line up. If you have a discrepancy on the line up go ahead and line up in the appointed place if you cannot get an official to check on it. Then you can get the issue resolved once you go into the infield and are on the back stretch pit road with the backstretch pit road pit steward before the race goes out on the track.**

## RULE BOOK DISCLAIMER

A-1 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 these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 injury or death to a participant, spectator, or official.

The management of Highland Rim Speedway dba Veterans Motorplex

## **A-2 DISCLAIMER**

**Veteran Motorplex is owned by Jerry Criswell and is officially known as Highland Rim Speedway DBA Veterans Motorplex it shall herein after may be simply referred to as HRS or VMP throughout the rule's description. 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 these rules. *No expressed or implied warranty for safety shall result from publications of or compliance with these rules and/or regulations.* They are intended as a guide for conduct of the sport and is no guarantee against injury or death to a participant, spectator, sponsor, visitor, employee or official.

A-3 Official shall be empowered to permit reasonable and appropriate deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. *No expressed or implied warranty of safety shall result from such alterations of specifications.* Any interpretation or deviation of the rules is left to the discretion of the officials. Rules can change weekly to keep the cars in a division competitive. It is the Driver / Car Owners job to keep up with rules as they changed not the tracks job to send the rule to you. Veteran Motorplex race directors and official staff decisions are final. **If an official asks you to fix an obvious issue that gives you an advantage that does not mean for you to fix that one then create another one somewhere else.**

A-4 It is your responsibility to make your car as safe as possible. You must satisfy yourself as to the safety of your car. If you feel uncomfortable or unsafe in your car, DON'T DRIVE IT! FIX IT.

\*The Management of Veterans Motorplex reserves the right to reduce the advertised number of laps of a race because of car count and or shorten or put a time limit on any race with excessive cautions...

**A-5 IGNORANCE OF THE RULES.... Ignorance of the rules is no excuse. It is the RACER & CAR OWNERS duty to call and look at rules to make sure their car is approved to compete especially if they show up and start racing after the season has begun. Rules will and do Change to keep our divisions cars competitive. It is your responsibility every time you go to the racetrack to make sure your car is legal by current rules by contacting the Tech Team with anything that can be an issue.** The general rules section applies to every racer, mechanic, pit personnel or fan in the pits. You are expected to know all the rules. Ignorance of the rules is not an excuse. Rules cannot be made to fit everyone's needs and desires. These rules shall govern all race events at Veterans Motorplex. Rules and regulations, if not covered herein, shall be decided by Veterans Motorplex Officials. All rule interpretations shall be by Veterans Motorplex Officials. All rule enforcement will be conducted by Veterans Motorplex Officials. **Veterans Motorplex Officials decision are final EIRI.**

Our goal is to have highly competitive racing for our fans to enjoy and to be consistent and fair with our calls for all our divisions and drivers. Veterans Motorplex official decision are final. You may appeal a decision by filling out an Appeals form and giving the race director a \$100 appeals fee. **Appeal and all Protests must be filed with the Competition Director (Tech Man) or Race Director at Track level. NEVER attempt to go upstairs and confront the scoring employees about a protest.**

A-6 No driver, car owner, or mechanic shall have the claim for damages, expenses, or otherwise against promoter, track owner, Veteran Motorplex employees / Highland Rim Speedway or any of its officials by reason of disqualification, fine, suspension or damage to, either car or driver, or both, and car owner, driver, and mechanic agree that the track is in safe condition if they take part in racing activities. If an unsafe condition is found by a participant, it is that participant's responsibility to notify a track official, the competition director, or promoter immediately of such condition in writing. In consideration of acceptance by HRS of participant's application and payment of registration fees, the participant agrees to abide by all rules and regulations of Veteran Motorplex as to conduct and mechanical specifications, as now published or hereafter modified. Failure to abide by Veteran Motorplex rules and regulations shall be deemed negligence on participant's part.

A-7 If in any case there is not enough cars to support a division, or the drivers protest or decide among themselves when they will race as a group the promoter has the right to either cancel that division, race them at a reduced payout (With the majority of the drivers in the division consent) & or run that division on a more limited schedule and or allow that division to make changes that allows them to run with another division. If your division

gets cancelled there will be NO Championship Banquet for that division or there will be a reduction in the number of positions that will be honored at the banquet.

**A-8 Windshield DIVISION Sponsor area.** Please reserve the top of your Windshield area (Approx. 6" x 48") on ALL cars in all divisions for Veterans Motorplex division sponsors Decals. Division sponsors are impossible without you the racer running their decals. We appreciate your support of your division. All cars not displaying the division sponsors window decal will result in a **25% Reduction** in all monies earned and exclude you from any year end Championship money that may be available.

**A-9 Spirit of the Rules:** There is no way to possibly cover every loop hole in the rules. **Never assume that because there is not a written rule that specifically addresses something or that specifically says you cannot do something that you can automatically do it.** If the rules do not say you can do it then you probably should not do it.

**A-10 No Equipment** will be considered as having been approved by reason of having passed through inspection unobserved.

**ANYONE GOING TO THE INFIELD for your RACE you MUST EXIT Turn ONE after all cars EXIT**

**Back Stretch RAMP is NOW ONLY for ENTERING THE TRACK... NO LONGER FOR EXITING**

**ALL Motorized pit vehicles such as Side by Sides, Golf Carts, Motorcycles, Scooters etc.. will be required to purchase a TEMPORARY PIT license each race day to be on the property and you must provide proof of insurance.. License Fee is \$10 per day. Speeding, cutting donuts and acting recklessly will result in a fine, suspension of your license and refusal to allow you use of any motorized pit vehicle in the future. Failure to follow directions may result in suspension and or penalty or disqualification of your driver.**

### **BORING OF GM CRATE ENGINES TO BE ALLOWED IN ALL DIVISIONS Beginning 2023**

Because of cost and availability of good engine blocks...beginning in 2023 we will allow for ALL GM Crate Engines to be bored a Maximum of .030 overbore but you will have to add weight for the overbore. You cannot use any other weight deductions to do away with adding weight for the overbore. Adding the weight for the overbore is the LAST thing you do when figuring weight. If you are running the Minimum weight because of deductions you must add the overbore on top of the minimum weight **NOT to achieve an absolute minimum weight for the Division.** If you have a overbore engine you must declare it on the Windshield (with 602OB or 604OB Sticker available form the track tech) and the additional weight must be added to the car.

Crate engines must run the correct thickness of head gaskets per GM Yellow book rebuild kits.

Crate engines must have use the yellow book engine block #

602 Approx .030 thick

604 Approx .052 thick

**602 head gaskets are NOT approved for competition on a 604 Crate engine.**

See Chart below for amount of weight to be added for the over bore..

.020 or .030 Maximum Overbore... Must add 20 lbs additional weight plus 1 pound per every .001 over stock bore

Example for a .020 over bore you would add 20 pounds plus 20 pounds for a .020 over bore 40 pounds total added

Example for a .030 over bore you would add 20 pounds plus 30 pounds for a .030 over bore 50 pounds total added

You must use a Specific Part number and manufactured PISTONS and RINGS if you chose to bore a GM Crate Engine Block.

**These are the ONLY Approved GM Crate Engine Piston/Ring manufacturers and part numbers for 602 & 604 Engines**

**These part number Pistons and Rings are the ONLY pistons and rings approved for competition to bore a crate engine.**

**Sealed Power Pistons & Hastings Ring part numbers below are the only approved Pistons and Rings for Competition at Veterans Motorplex at The Rim if you decide to Bore a Crate Racing Engine.**

**Sealed Power Approved Replacement Pistons**

.020 part numbers	602 Sealed Power Dish Piston	#H423DCP.020	Hastings Ring Package	139.020
.030 part numbers	602 Sealed Power Dish Piston	#H423DCP.030	Hastings Ring Package	139.030
.020 part numbers	604 Sealed Power Flat Top piston	#H345DCP.020	Hastings Ring Package	139.020
.030 part numbers	604 Sealed Power Flat Top piston	#H345DCP.030	Hastings Ring Package	139.030

**Work Hard to Win...**

If you have to CHEAT or Drive someone Dirty to WIN what have you REALLY accomplished? The truth is in your immediate they group might think you're the man but the reality is... You REALLY have NOT accomplished ANYTHING!.... Except to show your fans, friends, fellow competitors and their families and fans that you must Cheat to Win and you really do not value their friendship or the future of racing.

Fact is you have just ROBBED your friends and their family of the recognition and winnings that they should have gotten for the hard work and dedication they put into rightly accomplishing something special in their life. How would you feel if your son or daughter had been done that way as they were trying to win their first race?

Yes... you may have run out front and run away with the race just to drop out before the end of the race so you do not get caught cheating and heck.... you may have even gotten the trophy by cheating. If that's your thing more power to you but in eyes of your competitors that work hard to win... Winning by Cheating your friends does nothing but hurt this great sport we all LOVE... Winning by Cheating is sort of like kissing your sister... isn't it!

A Real Winner is the person that works hard on their car, does their home work, goes to Test and Tune Days and gets their car faster each week.. Then they show up on Race Day with a well prepared legal car & carry the TROPHY HOME even when they have to start in the REAR. Now that's a REAL WINNER and they put on a heck of a show for the fans..

**RACING AND WHAT WE HAVE TO DO TO KEEP IT ALIVE: IT TAKES ALL OF US**

Beyond popular belief you will not make any money owning and or driving a race car on a local level. You will also need a Multi-Millionaire Father to move on from the local level to a touring level of racing or some extremely good extremely talented hard working car owners and crew.

This is a GREAT sport but it like most motorized competitive hobbies is VERY expensive. It is one of the safest motorized hobbies in which a family can compete with each other and have a blast each week and spend time together racing motorized vehicles. If you get into this sport and are depending on what you win to pay for your racing you are not being realistic. Racing is one of very few sports that gives a few of the competitors a chance to get some money back. Enjoy the sport for what it is.

Veterans Motorplex is a business like Chick Fil-a, Joe's Plumbing, Sam's Roofing etc...

If you are self employed you know yourself most of the money you get goes right out the door. When you do not have enough money to pay your bills you have no choice but to increase your prices. You invest in your business to make a profit and you have to set your prices accordingly. If you do not make a profit in your business it will not be long until you will be OUT OF BUSINESS. It

is the same with this race track.. Every time you want something updated at the track or a system put in place to control this or that you can be assured someone has to pay for that unless you want to volunteer to handle that for FREE.

Race Tracks are HIGH RISK businesses and INSURANCE rates are VERY expensive. Race tracks facilities take up many acres of expensive land. Now with so many houses that are being built around us we are constantly being harassed by the neighbors and local municipalities that do not want racing and it takes money to fight these folks back so both you and I can all enjoy this great sport.

If we all pitch in we can make this happen but it takes everyone. If you expect this Race track to stay open this business has to make a PROFIT so you can expect prices at the concession stand and gates to occasionally increase through the years as we all see prices increase around us in the real world. Most of the money paid to a track goes for operating costs and insurance. Price increases affect everyone but if we want a local place to race we have to support all local race tracks that are still active as very rarely do you ever see a new race track as noise levels set by cities etc.. simply prohibit the new tracks from being able to operate. We welcome everyone but we will do whatever is needed in our eyes to keep this track profitable and competitive for our racers.

## **Section 1: Pit Area Access**

### **1.0 Two-way Radios are allowed in all divisions**

**1.1 PIT PASSES:** The pit area of Veterans Motorplex is a restricted area set aside for the preparation and maintenance of the race cars in competition. Entrance to the pit area and any HRS / Veterans Motorplex property is a privilege not a right. Everyone entering the pit area shall sign a release and purchase a pit pass before entering the pit area. Pit Pass must be always in your possession while on HRS dba Veteran Motorplex property. Anyone found guilty of letting an unauthorized person use their pit pass, arm band or license will be subject to a fine, suspension and or loss of points and all monies for the night and removal from the premises.

**1.2 Driving in more than one Division.** Any driver driving in multiple divisions must purchase Multiple Pit Passes. One for each division they wish to race in that night. If the driver drives in 3 divisions they must purchase 3 Pit passes and wear them at all times

**1.3 MINIMUM AGE TO ENTER HAULER PARKING AREA:** There is no minimum age to enter the hauler parking area.

**1.4 MINIMUM AGE TO ENTER PIT ROAD/INFIELD:** No minimum age is required but it is highly recommended that no one under 13 be in the infield and if they are the children should be under close parental supervision. Small children MUST NOT be running around and must be secured in a safe area by their parent.

**1.4a** Failure to keep your children in the bleacher area under parental control could result in the child not being allowed to come to the infield.

**1.5 MINORS.** All persons under 18 years of age must have a Notarized Minor's Release Form signed by **BOTH** parents or legal guardian. A new form must be submitted each season.

**1.6 CAR NUMBER REGISTRATION.** All car numbers must be registered prior to competition. Only one participant per car number permitted. All car numbers will be held until February 1st following the current season. After February 1st, all car numbers not currently registered for the upcoming season will be released and made available for purchase. Season Long registration is \$35 per car, per division.. NO

switching of car number registrations from different classes once they have been registered. Example: If you register for Road Warriors you cannot switch your number registration to Road Dogs or any other Division.

- 1.7 **Once a car number is registered it cannot be changed.**
- 1.7a **Car number and Driver must match what is on the number registration at all times or a check will not be issued.**
- 1.7b **A driver may borrow another competitors car and put his or her number on the car temporarily and not have to reregister the car providing the number they put on the car is registered for the current year by the current driver that night.**
- 1.8 **ENTERING PIT AREA WITHOUT PIT PASS.** Any person in the pit area who has failed to purchase a pit pass is trespassing, and will be subject to suspension, removal from the premises, as well as legal action.
- 1.9 **VICTORY LANE PHOTOS.** Because of insurance regulations we can no longer allow anyone on the track from the grandstands or pits to take photos at or on the track unless you are licensed through the track and have a professional business license for photography and proof of 1 million dollars in liability insurance coverage and also can provide a COI that covers Highland Rim Speedway dba Veterans Motorplex for the same amount of liability coverage.

### **Race Procedures for Race Winners in ALL Racing Divisions**

- 1:10 Each week the winner from the Previous RACE will start no better than one position behind whatever the roll number of the inversion... Multiple Winners winning more races may be required to start at the rear of their divisions or move up to another division

In the Screamin Demon, Road Warriors or Road Runner Division or (any timed lap division) a driver winning more than 6 races may be required to start at the rear of the field for the remainder of the season in all feature events. Any driver considered to dominate the Road Warrior division may be required to move up a division at the end of the season or the driver will not be allowed to race in the Road Warrior Division the following season. Drivers with cars different from these rules may be allowed to compete with special guidelines and instructions per track officials & track owners approval.

- 1.11 **Competition Caution Flags:** If a former race winner is running away with a race Veterans Motorplex reserves the right to display a Competition Caution to bunch the field up for a better show.

### **TRANSPONDERS AND RACECEIVERS ARE REQUIRED IN ALL DIVISIONS**

- 1.12 **TRANSPONDERS:** All Racers in all divisions MUST purchase or Rent a Transponder and holder. Rental is \$25 per night which includes monitoring fee. If you own your transponder that is compatible with our system the cost is only \$5 monitor fee per night. Driver is responsible for any damage to rented transponders. Valid Driver's License is required to rent a transponder and will be kept until the transponder is returned at the end of the night. **NEVER PUT A TRANSPONDER IN YOUR POCKET and walk around with it.** Transponders are great tools but because of different wheelbase cars the final call of who finished in what position may require a visual look at the line as the first car to the line is the winner of the position.

**TRANSPONDER MOUNTING:** Transponders are to be mounted with the writing down towards the track inside the mounting pouch. The pouch is designed to mount to the rear axle tube on the passenger side. It is your responsibility to make sure your transponder is fully charged, mounted correctly on your car in the correct position.

**Transponders and Switching Drivers...** If you are going to drive another person's car you MUST have your transponder on their car. If you do not have the correct transponder on the car that matches the driver you may lose pay and points for that night. All Money and points will go to whoever's transponder is used

on the car is registered to providing that person is driving the car. Providing we have been properly notified. EIRI

**Raceceivers** are required in All Divisions beginning 2023. These can be also purchased or rented for \$10 per day. **Beginning 2024 the ONLY Frequency we will use on Raceceivers is 454.00000.**

## Section 2: Pit Area Conduct

- 2.0 Threatening a Participant will not be tolerated...** If you have been threatened or feel threatened by a racer or a crew member please text Jerry Criswell @ 615-430-3135 along with a brief description of who you are, who they are, what is going on and what was said along with a photo of the people involved. This way we know something is up and we can be ready to take appropriate measures or we can possibly have a talk with both of you and settle things before they go too far. Racing is an incredibly competitive sport and with close racing. Remember on the track it is easy to make a mistake in judgement.
- 2.1 PIT RIGHTS and Track Rights ARE REVOCABLE.** Veterans Motorplex is private property. Through your admission ticket, you have been given the right to be on this property in conjunction with racing activities. However, the management of Veterans Motorplex reserves the right to revoke and cancel this right at any time that it is felt that your presence or conduct is not in the best interest of the sport of auto racing, your fellow competitors, or the fans or staff. If your right to participate is revoked you **WILL NOT** be given a refund of any type.
- 2.2 GENERAL COMPETITOR CONDUCT.** Courteous conduct is expected from all participants at all times.
- 2.3 PROFANITY.** Profanity in front of race fans, officials or management will not be tolerated. Please be professional... speak in the way you would want someone to speak to your child or your mom at all times. Failure to abide by this rule may result in disqualification, loss of monies for the night, and a fine and / or suspension from the property.
- 2.4 ALCOHOL AND DRUGS. This is NO place for Alcohol or Drugs.** Possession and/or consumption of alcoholic beverages or illegal drugs on the premises is prohibited. Any person suspected to be under the influence of alcohol or drugs will be removed from track property, and may be suspended from track property. If you see someone drinking or doing drugs please text Jerry Criswell @615-430-3135 and make him aware of what is going on along with names and photos to prove what you think is going on so we are made aware of it and can check it out for ourselves. Your name will not be revealed.
- 2.5 SEARCH.** All persons and property entering Veteran Motorplex are subject to search at any time.
- 2.6 WEAPONS.** All firearms and other weapons are prohibited on track property.
- 2.7 DISPLAY OF WEAPONS.** Any participant who displays or uses a weapon on track property is subject to suspension and arrest.
- 2.8 NO PERSONS ALLOWED ON TRACK.** No persons may go onto the racetrack at any time for any reason. No drivers may get out of his/her car either on the track or in the infield to argue or discuss the race with officials. **Stepping onto or going onto the racing surface can carry a fine of up to \$500** and possible disqualification and or suspension especially if you approach another driver other than your own. **Remember stay at your own car or in your own pit area.** Going to another persons space makes you automatically be in the wrong.
- 2.8a Generally NO CROSSING the TRACK at the FLAG STAND... NO one is allowed to go onto the track for victory lane photos.** NO ONE is allowed to cross the track at the Flagman's stand without specific approval of Gate Attendant. You must ask for permission and receive it & the gate attendant must open and shut the gate before you enter the track area providing you are Granted Access.
- 2.9 UNNECESSARY ROUGHNESS ON TRACK.** If track officials determine that a driver is driving unnecessarily rough, the driver may be blacked flagged to serve a stop and go penalty or the race may be stopped, and the offending person(s) will be placed in the pit area, and or escorted from track property.
- 2.10 FINALITY OF OFFICIALS RULINGS.** Any disagreement over technical questions or decisions will be resolved by the officials. How the Rule was intended to be used is up to the Head Tech and Track Owner. Your

interpretation of a rule does not take priority over the Spirit & intent of the rule. If you are working in a so called grey area you would be well advised to speak directly with the Track owner before assuming a rule will go by your interpretation. When their decision is rendered, it is final and binding. Officials may choose to put a decision or finish **UNDER REVIEW** to gather information to make the best call.

- 2.11 REFUSAL TO OBEY OFFICIALS.** Refusing to obey track officials may result in penalties, including, but not limited to car being black flagged, immediate revocation of participation license, suspension and fines.
- 2.11a THREATENING, CUSSING OR Endangering an OFFICIAL or staff member in any manner.** Will be considered grounds for immediate disqualification, and or minimum \$250 fine and or suspension.
- 2.11b SWERVING or Swinging AT AN OFFICIAL:** Threatening or cussing an official will be considered grounds for immediate dqd, fine and or suspension as will acting like you intend to do bodily harm to them or taking a swing at them
- 2.12 FIGHTING.** Fighting is prohibited on track property. On and off duty police officers and or staff will be providing security. The security team has the right to arrest and/or escort you from the premises for fighting.
- 2.13 STAY IN YOUR PIT AREA.** If a driver, their family or crew enters another person's pit area or approaches another person's car and an altercation ensues; the party which left their pit area will be deemed at fault.
- 2.13 DRIVER'S ARE RESPONSIBLE.** Drivers are responsible for the actions of their crew and family members in the pit area, grandstands and on **SOCIAL MEDIA.**
- 2.14 ATTACKS ON TRACK OFFICIALS.** Any attack on a race official or track employee will result in a fine, prosecution, and or suspension for up to 12 months. This also includes cussing or threatening an official.
- 2.15 SUSPENSIONS.** Any person suspended from the premises may not attempt to reenter the premises during the suspension without prior permission from management. If you are caught trying to reenter the property it will result in the following penalties:  
**First Offense: Up to a \$250 fine.**  
**Second Offense:** Suspension for a period not less than the remaining races of the current season, and a fine in an amount to be deemed appropriate by management.  
Any driver suspended for the remainder of the racing season may forfeit all points and championship prize money for that season.
- 2.16 SCORING DECISIONS.** Decisions by scoring officials are final; and their determinations must be complied with during the course of the race. If you believe a scoring error has occurred in the final rundown; you must have a track official radio Scoring within 15 minutes of the finish of your race to set up a time to meet with scoring.  
**Scoring will meet with anyone with a scoring issue 30 minutes after the completion of all events providing you have a track official radio them in advance to let them know you would like to speak with them.**  
Failure to do so may result in your appeal being denied. Racers are responsible for their family, fans, car owners and crew. Any racer, crew member, car owner or family associated with a car that comes into the scoring tower during a racing event may result in that car and or person being disqualified, fined, suspended or any combination of all including loss of Championship Points
- 2:16a No One** is to go to or be in the **SCORING BOOTH** until after all the races for the night are finished and only after you have been given permission to enter. Any racer, crew member or family associated with a car that comes into the scoring tower during a racing event may be get the driver disqualified, fined, suspended or any combination of.
- 2.17 DRIVER CHANGE.** Pit Booth must be notified of driver changes other than registered driver *in writing* before races begin. It does not matter whom else you have told; you **MUST** notify the pit booth in writing of a driver change. Driver must also have the correct transponder in the car they are driving to earn points. Failure to do so may result in points being credited to the wrong driver, and may not be changed.  
**Purposely using the wrong transponder may result in no points or pay for the night.**  
Pay will go to the transponder that is in the car. It is your responsibility to settle up any pay issues with the car owner or person owning the transponder you used. **Points follow the driver not the car.**

- 2.19 **POINTS STANDING & BANQUET.** All points races will be counted towards end of year championship standings. No races will be dropped. Drivers must be present at banquet to receive championship awards and money.
- 2:19a **POINTS.** Points & Pay will be given if the driver attempts to take the green flag in the feature event and breaks or is involved in an accident and cannot continue providing the driver, car number and car number registration information match. Any discrepancy in points must be reported in writing within 5 business days of the points discrepancy.
- 2:19b omitted
- 2:19c **You must take the green flag in the feature event in order to earn points for the feature event.**
- 2.20 **ROOKIE STATUS.** A Rookie is classified as one who has run less than **10 races** in the division prior to the year beginning.. Rookies must sign up for Rookie of the Year when they register for their car number.
- 2.21 **DO NOT CARRY PIT EQUIPMENT ON or in a CAR.** No driver may carry any pit equipment, including but not limited to, jacks, wheels, tires, or tools, on their car. Items may be carried off the track to the bottom pit area if they are securely placed inside the vehicle. Violation of this rule may result in a \$100 fine. If doing this causes damage to someone or to personal property the offending driver / car owner will be the responsible party.
- 2.22 If you, your crew, or family break any of the general rules you could be fined, suspended or have championship points deducted from you if you are a driver. General rules apply to all divisions.
- 2.22a **FINES.** Fines for breaking rules may range from \$100 to \$2000 and will be the discretion of the race director and track ownership. Fines may be applied to any rule infraction.
- 2.22b **SUSPENSIONS.** Suspensions for breaking rules may range from 24 hours to a ban for life and will be the discretion of the race director and ownership. Suspensions may be added to any rule infraction.
- 2.22c **POINTS.** Championship points may be deducted from your points total as part of any fine or suspension.

### Section 3: Dress Code / Conduct Code....

- 3.0 **Please wear modest clothing at ALL TIMES. Disruptive clothing or lack of clothing will not be tolerated and you may be escorted off the premises. Drivers responsible for fans and crews.**
- 3.1 **SAGGING PANTS.** Please be Professional. No sagging pants on track property.
- 3.2 **SHOES.** Shoes must be worn at all times on track property. **No OPEN toed shoes allowed in HOT pit area.** No Crock type shoes in the HOT PITS.
- 3.3 **SHIRTS.** Shirts must be worn at all times. Drivers who remove their uniform top must have a shirt with sleeves on underneath. A T-shirt with short sleeves is acceptable.
- 3.4 **OFFENSIVE LANGUAGE.** No offensive language or sexually explicit language allowed on clothing or cars.
- 3.5 Long sleeve Shirts and Pants are **Highly recommended** in all pit and infield areas
- 3.6 Safety Goggles & Helmets are **Highly recommended** for everyone on Highland Rim properties.
- 3.7 Anyone cursing or / posting anything detrimental towards Veterans Motorplex @ The Rim, Highland Rim Speedway or the ownership, promotor, race director is subject to fine and suspension of Track Privileges for up to 5 years.

### Section 4: Rainout Policy and or shortened event beyond our control including but not limited to weather and or time restraints.

- 4.1 **TRACK DRYING.** Officials will make every reasonable effort to dry the track in the event of inclement weather. If officials determine that the track cannot be dried within a reasonable amount of time, the remainder of the show will be cancelled. EIRI
- 4.2 **COMPLETED SHOW.** If **50% or more** of the scheduled events (includes all Preliminary races like trophy dashes, heat races) have been completed the event will be considered a completed show.  
**COMPLETED Show Example:** if we have 5 Trophy or heat races and 5 Feature Events scheduled and inclement weather arrives during the third feature event if the racing cannot continue it will be considered a **COMPLETED SHOW** as there was 10 scheduled events and 5 of them had been ran. **Rain**

**checks will NOT** be issued for spectators or crew member pit passes for a completed show. If your division did not race before the races were called the Driver ONLY will be allowed to use their pit pass for the next regular race night that your division races. Division drivers that did not race **MUST** present their PIT pass to get in the next week. **NO EXCEPTIONS, NO CASH REFUNDS**

- 4.3 INCOMPLETE SHOW for any reason.** If **Less than 50%** of the scheduled events were completed before the cancellation.... it will be considered an incomplete event.

**INCOMPLETE Show Example:** if we have 5 Heat races and 5 Feature Events scheduled and inclement weather arrives / time restraints before the last Qualifying race is complete and racing cannot continue it will be considered an **INCOMPLETE SHOW** as there was 10 scheduled events and **LESS THAN 5 of the races (less than 50%)** were completed. **In the case of an incomplete event all spectators, race participants and crew members may use their arm bands at the next regular event in which their division races. All crew members and drivers MUST PRESENT your ARM BAND at the next regular scheduled event to receive entry. NO EXCEPTIONS. No delayed use of Arm Band.**

- 4.4** Out of the safety for our fans and competitors, a race event may be called because of lightening in the area.

- 4.5 Lightning in the area, Extreme low temps or extremely... Windy conditions along with low than normal temps are also means for cancelling or postponing a race.**

#### **Section 5: Qualifying Rainout Lineup Procedure:**

- 5.1 LINEUP.** In the event that qualifying is rained out or time restraints; race lineups will be set by current points standings **or by Computer pill draw.** Cars will be lined up by scoring once they are pulled to the front stretch before their race begins. **A roll of the dice normally decides the inversion number. EIRI However in special events we may double dice and double down for the inversion**
- 5.2 INVERSION.** Track officials reserve the right to invert the entire field.

#### **Section 6: General Safety Rules:**

**Ladies and Gentlemen, Drivers, Mom's, Dads and family members and friends. What is your driver's life worth? You can never be too safe when purchasing and annually replacing a drivers Safety equipment each year.**

**We never recommend purchasing or using previously owned / used safety equipment. We always recommend you keep your vehicle indoors in a temperature controlled environment at all times.**

**Section 1: Safety Equipment:** Rules apply at all times car is on track. **Including Test and Tune & Track Rental.**

- 6.A We HIGHLY recommend SA2020 Snell rated helmets in all divisions** and for your crew and anyone in the pit area where the cars are at on Highland Rim property.
- 6.B We Highly Recommend EACH YEAR BEFORE you take your race vehicle on the track for the first time that you check the throttle pedal, lever, cable / rod for wide open throttle and a smooth return. We Highly Recommend two (2) Return springs be in place to help return the throttle..**

Every year it seems someone forgets to Check for Throttle clearance and it costs them a Hard Crash, a hurt body and they lose their race car they have worked hard on. WE also Highly Recommend that you

check your brake bias every time before you enter the track to make sure you do not have too much REAR Brake especially after working on your brakes, after a wreck or at the first race of the year.

- 6.C Always Check to make sure nothing is on the cable or rod to keep it from returning to a idle speed. Also check the pedal inside the car to make sure it is clear of sheet metal, roll bar padding, heat padding, bolts nad brackets that could cause it hang wide open. Make sure that you have plenty of clearance between the other pedals. If using a brake bias adjuster always make sure the adjuster is clear of the pedal at all times.

A Minimum SA2020 Full Face Helmet is Highly Recommended for all DRIVERS. We recommend all Helmets to be replaced after dropping or a wreck.

Flame retardant Roll bar padding is Highly recommend in the driver compartment on all bars within drivers reach.

- 6.1 SFI-approved full fire suit Highly Recommended along with Fire Retardant gloves, and neck brace (or head and neck restraint).
- 6.2 *Fire Retardant head sock and underwear highly recommended. **Highly Recommended:** Fire retardant shoes, gloves, underwear, socks, masks, seats etc. be replaced yearly & purchased new **each year.***
- 6.3 **We highly recommend a minimum 5 lb. On board fire extinguishing system in every race vehicle and that the driver, car owner and crew chief check and make sure the fire extinguisher is operational and Full before each race.**
- 6.4 Driver's side window net required. We highly recommend a minimum 16 inch x 20 inch ribbon or mesh style, and it be mounted to roll cage so latch is at top front of window.
- 6.5 All Radiators, Transmission Coolers etc.. must be mounted in the Engine Compartment.
- 6.6 **Absolutely NO power steering lines, oil lines, transmission lines, fuel lines, water hoses, coolers, radiators inside the drivers compartment.**

## SEAT BELTS

- 6.7 Minimum three inch (two inch with head restraint system) wide SFI-approved four point

system required must be mounted securely to main roll cage.

**Five point safety (seat belt) belt assemblies are Highly recommended**

HRS dba **Veterans Motorplex Highly recommends** safety belts and all safety accessories be checked after every wreck by the driver and car owner and we also Highly recommend replacing all safety equipment every year.

- 6.8 **We Highly Recommend that a MASTER Kill switch that will kill the power to everything** be installed within easy reach of driver and safety crew in the MIDDLE of the drivers compartment and be clearly marked 'OFF and ON'. We ask for it to be mounted in the middle of the car so if the driver's side is up against the wall or the car is up on the drivers side against the wall that the master disconnect is accessible by the safety workers from the passenger side or drivers side no matter what the case.
- 6.9 **Racing Seat. We recommend a minimum of 1/8" aluminum (.125 thick) Aircraft grade** Aluminum High Back seats. must be bolted in with .0375 inch bolts with Minimum 1.5 Inch OD steel washers 1/8" thick. WE recommend a minimum of 6 bolts... 2 in the bottom front corners of the seat, 2 in the bottom rear corners of the seat, 2 in the top corners that go into a seat back mount that attaches to the cross rollbar behind the seat. Recommended to use a minimum of 3/8" Grade 8 Bolts and lock washers & or Nylon lock nuts. We highly recommend at least 3 threads stick through the nylon portion of a nylon lock nut.

Highly Recommended to have a built-in tubular seat bracket that is formed to fit your seat made from a minimum of 1.25" OD x.083 wall dom tubing. Bracket should be professional made and installed by a certified welder and professionally welded to the roll cage with adequate bracing and gussets. Highly recommended that you build a seat bracket and use mounting hardware to support 3 times your drivers weight.

- 6.10 **Mirrors.** One (1) inside mirror only; must be mounted in traditional rearview mirror location (center of car) Wink mirrors and wide angle mirrors are permitted. 1 small side mirror is permitted but must be approved by tech. Anyone that is deemed to be mirror driving or blocking will be required to remove all side mirrors
- 6.11 We HIGHLY Recommended that all vehicles in all divisions have three (3) equally spaced front window braces that are designed and mounted in such a way as to protect the driver from a #100 pound piece of lead coming out of a car or any object and coming into the drivers compartment.
- 6.12 **CAR INSPECTION.** All cars are subject to a safety inspection at any time before, during, or after any event. If the Competition Director deems the car has not met minimum track standards, that car will not be allowed to compete until all deficiencies are corrected. It is ultimately the drivers, car owner, parent or grandparents Responsibility to make sure the driver safety gear is up to date, installed correctly and used correctly and according to SFI or manufacturers specifications and that the vehicle is safe to race and crash in with or without a fire.
- 6.13 **MAINTENANCE.** It is the responsibility of the driver, car owner, and mechanics to make their car free from mechanical defects, adheres to all rules and regulations and in safe condition to operate at all times.
- 6.14 **FUEL CELLS.** Bladder type flexible fuel cells with foam are highly recommended in all divisions. **We Highly Recommend** replacing Fuel cells yearly or after a crash.
- 6.15 **FUEL LINES & Fittings.** We **Highly Recommend** you replace all Fittings on Fuel and Oil Lines each year and also after any crash.
- 6.16 **FUEL CELL CONTAINER.** All Fuel cells must be in a steel can. We highly recommend all Fuel cells be bladder type and mounted in a 16 gage welded steel container. (20 gage min. thickness). Fuel cell can bottom must have a protective tubing frame with a minimum of 2 pieces of tubing wrapping around the cell can. We highly recommend the fuel container be mounted in a 1"x 1" x .065 wall steel tubing frame welded in place a minimum of 10" from the ground height. We highly recommend a 1/8" steel plate be installed under the bottom of the fuel cell frame and on all 4 sides. Minimum Fuel Cell height from ground to bottom of can will be 8". All fuel cells must have a minimum 1.5" fuel cell protector Loop bar welded behind the cell can.
- 6.17 **SEAT MOUNTS.** Seat mounts are highly recommended to be professionally welded to roll cage.
- 6.18 **DOOR BARS.** We **highly recommend that the** Door bars on all race vehicles especially perimeter style chassis protrude outwards toward the body from the main cage a reasonable distance for the safety of the drivers. Right side bars should look, measure and mount similar to the driver's side door bars.
- 6.19 **ELECTRIC FUEL PUMP SHUTOFF.** If your car is equipped with an electric fuel pump, we highly recommend you install a fuel pump shut off switch. An oil pressure/fuel pump shutoff switch that shuts the fuel off when the engine stops running is also highly recommended.
- 6.20 **FIREWALLS & ROCKER PANELS.** We highly recommend 20 gage steel fire walls between the driver's compartment and engine and between the driver's compartment and fuel cell or gas tank. We highly recommend ALL holes be sealed off with sheet metal. Rocker panel area must also be sealed. It is highly recommended that the entire Drivers compartment be sealed from engine compartment, trunk fuel cell area and also along the rocker panel area using steel panels along with a fireproof seam sealer.

- 6.21 DRIVE SHAFT LOOPS.** All cars with drive shafts are highly recommended to have a minimum of 2 drive shaft safety loops made of flat steel (1/4 in. x 2 in. minimum size). Drive shaft loops should be mounted 6-12" in from each end of the drive shaft.
- 6.21a DRIVE SHAFTS.** All drive shafts must be painted white. 1/8" scatter shield (preferably Steel) completely surrounding the driveshaft and yokes are **Highly recommended**.
- 6.22 BALLAST.** NO TUNGSTEN or Liquid ballast in ANY Class. Lead weight in an acceptable ballast. We highly recommend NO lead blocks less than 10 pound pieces to be used for ballast. All weights must be painted white with car number on each piece. Using engine heads or barbell plates as weight / ballast is strongly discouraged. **Any driver losing lead from his car will be subject to a \$10 per pound fine or up to a \$250 fine payable prior to any further competition. This rule applicable on both race and test & tune days.**
- 6.23 BALLAST ATTACHMENT.** All weight must be attached and secure manner and location per division rules. *We highly recommend* using a minimum of 2- 1/2" diameter Grade 5 bolts with large (1.5" OD) fender washers and lock nuts. Weight may not be attached to any moveable suspension components. It is highly *recommended* that weight be mounted in an enclosed weight box securely welded to the vehicle frame when allowed per individual division rules
- 6.24 PIT SAFETY.** All cars driving on the property must be at a speed not to exceed 5 miles per hour. No passengers in race cars. Anyone caught riding to and from the pit and infield area will be fined \$50 payable prior to the next race date. Absolutely no speeding or spinning around in the pits or gravel; or driver will be subject to fine, suspension, loss of points and monies for the night, or all of the above.
- 6.25 WATER ONLY IN RADIATOR.** No Antifreeze allowed in radiators. Up to a \$200 fine if caught using antifreeze.
- 6.26 ROLL BAR PADDING.** Roll bar padding highly recommended in all divisions on all roll bars on driver's side of car, and within reach of driver. Thick side of bar padding mounts toward the driver. *Recommended:* Flame resistant roll bar padding.
- 6.27 EXITING THE RACE TRACK.** Any time a car exits the main track; it must be to the infield. Never exit from the actual racing surface to the lower pits. All vehicles must enter the infield area / center of the track during and after the race and stop and wait for an officials direction to exit to the lower pits. Cars & or participants cannot leave infield unless directed by a safety official. The car must then proceed through pit road and back off the track to the outside pits (when track is not being used). **NEVER EXIT OFF THE RACE TRACK TO THE OUTSIDE PITS WHILE THE TRACK IS HOT** or (while other cars are on the track). or without a Pit Road officials instruction.
- All Vehicles including golf carts etc. in the infield must exit with the standard flow of traffic. Never EXIT the entrance (in turns 3) to the Ramp / Lower Pits.**
- 6.28 INJURIES @ The Rim.** ANY ACCIDENT resulting in injury at the track must be **reported to EMT's at the Ambulance immediately before leaving the track;** plus an incident report MUST BE filed before leaving the track for the night. Your insurance coverage may be affected if you do not report your accident immediately to the Race Director & EMT Staff and have a incident report filled out .
- 6.28a Release from a Doctor. After being involved in a wreck that requires Doctor care you must present track ownership with a doctors release before you will be allowed to race.**
- 6.29 AMBULANCE AND WRECKER SERVICE.** Ambulance, fire, and wrecker service is NOT provided by track during test and tune or track rental periods. We highly recommend each team or driver provide their own ambulance service staffed by qualified EMT personnel for all practice, Test & Tune or track rentals. Participating drivers are responsible for all fire-fighting equipment, medical personnel, or wrecker services needed when renting or practicing at Veterans Motorplex. Highland Rim Speedway dba Veterans

Motorplex or any shareholders cannot be held responsible for any personal injuries and /or property damage occurring during Test & Tune, Track Rental or Racing events that may happen on Highland Rim Speedway dba Veterans Motorplex property.

**6.30 Test & Tune Sessions**

Most Thursdays starting in late March through the racing season we have weekly test and tune sessions from 5 pm. to 9 pm. **Cost is \$60 for Driver and Car to Test or \$100 for Car and Four crew members.**

**6.31 Track Rental cost for Veteran Motorplex division racers only. Minimum cost of track rental is \$250 plus lights, EMT and after hours fees if they apply**

Track is available for hourly rental however the minimum time the track can be rented for is 2 hours In Season March through October Track Rental Cost is \$250 (\$125 per hour with a two (2) hour minimum) for a two-hour session for 1 car (any division). Cars from different divisions may go together and rent the track however only one car can be on the track at any time during the rental.

Up to 6 cars can be in a Test and Tune Session. \$25.00 Extra per car per hour.

Only one car at a time can be on the track for a Track Rental at a time.

Out of season / winter time track rental is available but slightly more expensive.

Lights / EMT's / Ambulance Service is available for all Rental sessions but NOT INCLUDED.

**6.32 TRACK Clean up / Track Drying / Wrecker Service.** If inclement weather is in the area we cannot provide track drying services for Track Rentals. If it rains your track rental out.... you will not be responsible to pay for anything except the amount of time the track was useable. You are responsible for all track cleanup from leaks and you are responsible for car removal from a or wreck.

**6.33 Who's Responsible for the Track Rental and who is included or not included:** When you Rent the track you are responsible for collecting all money from anyone you allow to come and rent the track with you. We can help funnel people to you if you want extra people in your rental however you are the one that is ultimately responsible for the Total amount owed. The only thing that stops your track rental time from continuing is inclement weather. If you have the Track Reserved for 4 hours and you test for 30 minutes and someone crashes if it takes you 3.5 hours to remove the car and clean up you will still owe for the entire 4 hour track rental. If inclement weather occurs and then clears up providing the track is not already rented behind you there may be a possibility of extending your time or getting extra time.

EMT Services: Track **RENTAL DOES NOT** include wrecker or EMS personnel or an ambulance. If you wish to have EMS / Ambulance service on hand for track rental that will need to be provided by you.

**6:34 Normal business / Rental hours**

Mon-Wed 9am - 5pm Engines must be shut off by 4:59 pm. \$150 Fine if engines are not shut off.  
Thurs- 9am - 3pm  
Fri – 9am - 3pm  
Sat Mornings When available

**6:35 Premium Track Rental at Night \$150 per hour base rate for one car**

Thursday (providing Test and Tune is not scheduled)

Friday nights (When available) 2pm - 9pm (Lights are an extra cost)

Lights Charge \$100 Charge to turn on the lights.... The first hour of light service is included in the \$100.

Light charge after first hour will be \$50 per each hour used.

**6:36 AFTER SEASON & After Normal business hours of 9-5 TRACK Rental.**

\$150 per hour during the daytime hours of 9-5 pm. Up to 6 cars can be in a Test and Tune Session. \$25.00 Extra per car / per hour. Only one car at a time can be on the track during the Track Rental. Lights Charge \$100 Charge to turn on the lights.... The first hour of lights is included in the \$100. Light charge after first hour will be \$50 per each hour used.

**6:37 Track Rental in the off season will NOT include any fire protection or anything needing water such as Restroom Facilities as the system must be winterized each year and air compressors shut down.**

**Section 7: General Car Rules:**

**For 2024 we will be using the Cam Doctor, Whistler, P&G Gage, Internal and External Cameras etc.. in tech for all divisions.**

- 7.1 NITROUS.** No nitrous oxide allowed in any class.
- 7.2 TRACTION CONTROL.** No traction control devices and/or traction control device wiring or accessories allowed on Veterans Motorplex property.
- 7.3 TIRES.** See individual division rules for tires.. If the track sells the tires for a particular division you MUST purchase tires from the track that are for that division.
- 7.3a Wheel Weights. NO Wheel weights**
- 7.3b TIRES.** Any tires checking under the minimum Durometer (Softness Reading) reading established using the track's durometer may be confiscated and the driver may be disqualified and lose all points and money for that race.  
Tire hardness will also be compared with your competitors and must be within a reasonable amount of tolerance which will be decided by tech officials and management.
- 7.4 FUEL.** High-Performance 110 Racing fuel and Ethanol Free 93 Octane Fuel are available at track. Due to differences in fuel colors and sources from track to track, Veteran Motorplex fuel is recommended and encouraged in all weekly divisions. Alcohol, Methane, Methanol, oxygenating agents, and other performance enhancing fuel additives are not permitted.

The Speedway reserves the right to sample all gasoline and subject it to testing for additional additives. **Racers may be required to purchase a minimum amount of Veterans Motorplex Fuel specified on entry blank.**

**7.4A NO E-85 Fuel in ANY division.**

- 7.5 FIRE EXTINGUISHER IN PIT AREA.** It is HIGHLY Recommended you keep 2- 5 lb. minimum ABC-type fire extinguishers in your pit area at all times especially anytime you rent the track.
- 7.6 FUEL BURN OFF.** All vehicles must allow extra weight for fuel burn-off.  
Races **Without a Scheduled Competition Caution**
- 7.6a Races with a Scheduled Competition Caution** in which the final distance in laps to be ran after the Competition caution is 30 laps or less will not have a **FUEL BURNOFF allowance. EIRI Beginning 2024 we will allow ½ pound per lap on races 50 laps and more unless otherwise noted for fuel burnoff... This will also apply to Late Models Racing here under Nashville Rules... EIRI If you get a competition caution for fuel your burn off will be posted.**
- 7.7 ENGINE BLOCKS.** No aluminum/composite engine blocks allowed in V-8 engine classes unless noted.
- 7.8 CARBURETORS / INJECTORS .** Box Stock means that the carb must meet Holley carburetor specs. All carburetors must meet these guidelines unless otherwise noted. Only Holley (Veteran Motorplex Approved) carburetors are allowed in all V-8 Divisions. Holley is the **ONLY** approved carburetor

manufacturer. **No Aluminum Carburetors.** No other carburetor castings or manufacturers products are approved for competition. NO aftermarket Aluminum Quadrajet type Carburetors.. **No Vacuum Leaks in any division.**

**No Epoxied Boosters on 4 barrel carburetors such as 650 crate engine Carburetors.**

**Fuel Injectors.** Only Stock Fuel Injector systems.. **No Vacuum Leaks in any division.**

**7.8a On a Carburetor: If the Rule reads BOX Stock that means you can change Jets and power valves etc.. If you grind or cut anything on the carburetor you will be considered illegal.**

**7.9 MANUALS.** If your division requires you to have a Haynes or Chilton Manual and you do not have the proper manual with you at the track, you could lose your starting position and/or be further penalized at the discretion of track officials.

**7.10 ALUMINUM DRIVE SHAFTS.** No aluminum drive shafts allowed in any division except Late Models.

**7.11 WEIGHT SHIFTING DEVICES.** No weight shifting devices of any type allowed in any division

**7.12 Exhaust System: Noise Reducing Exhaust System Mandatory. **NO Straight headers.**** You must have an exhaust pipe system that muffles the sound to 99dba or less. The city of Millersville, Tennessee enforces 100dba @ 100ft. noise ordinance. Failure to comply with ordinance will prevent your car from being allowed on track.

**7.12a Exhaust Noise Weight break.** In an effort to be good neighbors any car registering 85 DBA or Lower @ 100ft will be able to deduct 25 lbs. This must be noted by a 2" tall decal on Drivers Side of windshield with LOW NOISE-25lb

**7.13 NUMBERS.** Cars must have numbers on both doors and on top. Door numbers must be a minimum of 20" tall; and Roof numbers must be a minimum of 22" tall. Numbers must be painted or decaled in contrasting colors; and in a legible font. Car number should be on the Left Rear Bumper Cover and Left Front of the Nose pc.

**7:13a Car Number Requirements:**

**Numbers are required on the Roof, Doors, Top Right windshield and left rear bumper cover. NO DUCT TAPE NUMBER unless using a minimum of 4" wide DUCT TAPE that is a highly CONTRASTING COLOR to the car body. Example Don't use Black duct tape on a Blue or Black Car. USE WHITE or YELLOW on a dark colored car.**

**7:13b** Any temporary number must either:

1) You can modify the existing number on the car (making a "0" into a "8") (i.e. completely covering the original numbers with a duct tape patch, and placing the new number on the patch in contrasting colors). Roof numbers are typically placed so that they may be read from the driver's side. All cars must have white windshield numbers a minimum of 6" tall on the upper corner of the windshield on the passenger side.

*If scoring determines a number is illegible; and it is caught in practice/qualifying; they may request a number change. If the car does not practice or qualify; and officials cannot determine the correct number during they feature, your car may not be scored; and you may not receive money or points for the night*

**7.14 APPEARANCE OF CAR.** If the competition director determines the body of any car needs to be repaired or replaced, the driver will be notified and given two (2) weeks to do so. Car should be painted and lettered and professional looking at all times. Absolutely No Vulgar or Offensive drawings, paintings or decals.. "No peeing on Xyz company or individual graphics". Minimum of \$100 Fine & or suspension / DQD from the race.

## **Section 8: Scales & Tech** "Top 3 finishing Cars of each division must go to tech after the race"

For 2023 we will be using the Cam Doctor, Whistler, P&G Gage, Cameras etc.. in tech.

**Cam Doctor** Calculates the profile of your Cam and maps it out. (This shows the lift and duration of your cam)

**Whistler** Calculates the Compression (This machine will easily show what the compression of your engine is)  
**P&G Gage** Calculates the Displacement of the cylinder (Cubic Inch)

If your engine does not meet our predetermined guidelines for this tech equipment you will be required to disassemble the engine further to prove the engine is correct. If you refuse to disassemble the engine you will be disqualified from the event and lose all points and monies for the event plus you must tear down at the next event you enter.

**604 Crate Engine / All V-8 Divisions: Non Roller lifters ONLY. No Anti Pump up lifters..**  
**No shimming or bottoming out of lifters to make them react as a solid lifter. No prototype, one off type lifters in any division. Fully Hydraulic lifters only where hydraulic lifters are required.**

**Carburetor Boosters will NO LONGER be allowed to be epoxied in place on 650 Crate Engine Carburetors**

**All Racers MUST purchase or Rent a Transponder**

Rental is \$25 per night includes monitoring fee. If you own your transponder that is compatible with our system the cost is only \$5 monitor fee per night. Driver is responsible for any damage to the transponder

**All Racers MUST purchase or Rent a Raceceiver**

Rental is \$10 per night for Raceceiver's plus you must supply your own Ear buds as (Ear buds are NOT INCLUDED)

- 8.0 FOUL LANGUAGE.** The Driver is responsible for **ALL** crew members, family and fans associated with a driver's car. **ANYONE** cussing an Official may result in a Fine immediate Disqualification of car, suspension or removal of offending persons from the premises or any combination of the above. Cussing anyone will result in an automatic fine. Use of the "N Word" will be an Automatic \$250 fine
- 8.0a Cussing or harassing a tech official in the tech line or ANYTIME** during an inspection process may result in **IMMEDIATE DISQUALIFICATION** or may result in you not being allowed in the tech line or infield in the future.
- 8.0b Scales.** Track scales are the Official scales. **NEVER** have your engine running on the scales.. Up to a \$500 fine for having your car running on the scales or starting your car while on the scales and or leaving the scales with your engine running. If you choose to race at Veterans Motorplex you are agreeing to using the Veteran Motorplex scales as the Official scales. It does not matter what your scales at home read. The track scales will be declared the official scales that all competitors must go by and we recommend you check your car each time you are at the track before tech to assure you are in compliance.
- 8.1 TOP 3 FINISHERS.** The top 3 finishers from each division must report to the scales immediately after the race and qualifying if applicable. Failure to report immediately to scales may result in disqualification.
- 8.2 SCALE READINGS.** Cars are weighed with **DRIVER in the Car**. It is the responsibility of each driver to make sure their car meets all weight guidelines for their division and situation, as weighed by the official track scales. **Weight as shown on track scales shall be the official weight of each car.**
- 8.3 SCALE HOURS.** Scales will be open each race day during practice for each driver to use as a comparison in case our scales read different than yours until the start of the first race. **Scales will not be open on test and tune days or anytime the tech officials are not set up.**
- 8.4 PARTS LOST DUE TO INCIDENT.** If any parts are lost due to an on track incident or removed because of safety reasons; they may be added back to the car after the race at the scales to bring the car back to proper weight.
- 8.5 PARTS REMOVED FOR MECHANICAL PURPOSES.** Parts removed by pit crew for mechanical purposes will not be allowed to added back to the car after the race at the scales. This includes the Hood or nose facial.
- 8.6 LOW FRAME HEIGHT IN TECH.** In the event your frame height is **LOW** you will be allowed to check the air pressure in the tire. If the tire has less than 20 lbs of air you will be allowed to bring the tire pressure up to 20 lbs of air (with accurate gage) and have the height rechecked.
- 8.6a FLAT TIRE IN TECH.** If the tire is **Cut** and will not hold air long enough to measure you will be allowed to change the tire with another identical tire with 20 lbs of air. Car may be settled by an official and then frame height will be rechecked. Driver must stay in the car during airing up or changing of the tire and you

must have air and a spare tire and tools readily available to perform these tasks. It is the competitor's responsibility to point out a low tire immediately while being checked.

- 8.7 TECH.. If you race with HRS you must agree to use the track scales and all necessary tools as the STANDARD that we tech with. We reserve the right to use any readily available inspection tools or custom tools and equipment or outside professionals to perform the technical process. This will include but not limit us to using tools such Rocker Arm Ratio checkers, Whistler for correct cylinder displacement, P&G Gage, Compression Gages, Inspection Cameras, Cam Doctor, Spring Checkers etc.**
- 8.7a We are developing standards that we will use when we are using the Whistler, P&G Gage and Cam doctor type tools. If you build your engine by the rule book within the spirit of the rules your engine should pass our guideline standards. If your engine does not meet our guidelines you will be asked to prove your engine is legal by taking it apart. (This applies to both sealed or unsealed engines). Refusal to do so will result in Disqualification.**
- 8.7b P&G gage that will show the displacement (Cubic Inch). If you exceed the set limit's you will be ask to remove your engine and take it apart to prove the legality of the engine. Refusal to do so will result in Disqualification.**
- 8.7c Veteran Motorplex reserves the right to bring in machinists from local machine shops to perform all engine tear downs and inspections. We realize that the local machinists build many racing engines and we will do our best to not have a machinist that built an engine to NOT be the one to check it. To insure fairness the person being torn down will be allowed to furnish their own Machinist to inspect any questionable components. If there is a discrepancy between the Machinists the track will bring a third party Machinist will be brought in to help make the final ruling with track owner. All questionable parts will be temporarily impounded for further inspection.
- 8.8 For several years we have been experimenting with the 5.3 LS type engines with fuel injection and tuned computers in the Pure Stock division as a more economical alternative to custom built racing engines. The development of the 5.3 engine at this point is simply as an alternative and cost saving measure for all V-8 classes.
- 8.9 The Competition Director (Lead Tech) has the authority to deem a rules infraction as a minor infraction and allow up to two weeks to correct the infraction
- 8.10 The Competition Director (Lead Tech) and management has the authority to allow cars from other tracks to visit and race on a temporary basis to see if their rules package will align competitively with our rules to help build the field of cars. If these cars appear to the management & tech to be competitive with Veteran Motorplex cars with prior approval they may be allowed to continue to race with us however if your rules are different you must call 615-430-3135 and speak with Jerry Criswell and discuss the rules that are different that concern you and he will contact the tech inspector and get back with you on if we can allow what you have on a temporary / trial basis to at least see how the vehicles compare.
- 8.11 Vehicles with prototype components may be allowed to race (With management approval) in a particular division on a limited basis to test future rules packages and how they will play out in the actual racing environment.
- 8.12 (Applies to all divisions that run under Veteran Motorplex Rules) No Limiting of Suspension Travel. No travel limiting devices such as chains, special shock mounting locations, No Coil Binding, No Bump Stops, bent or dented shocks. With driver in the car the suspension must compress a minimum of 2" (measured at the fender opening to the wheel) when car is jacked up the suspension must drop freely at least 2"**

(Measured at the wheel opening to wheel) . Shocks should be mounted to where only half the shock length is showing for the Front or Rear shocks.

In all Veteran Motorplex Divisions the Front tires may be placed on 2 elevated pads under each front tires and the front of the car must be able to be pushed down by 3 crew members until the nose touches the ground or until it travels a specified amount (decided by track ownership) per division. (This rule is **ONLY** in place to **put a STOP to coil binding, bump stops and to catch anything limiting suspension travel.**

- 8.13 All Veterans Motorplex divisions the Front and rear shocks / struts. MUST have approx. ½ of the length of the shock shaft showing at ride height.
  - 8.14 Spring preload units for conventional or coil over springs are NOT allowed.
  - 8.15 Multiple rate springs are not allowed in any division that uses V-8 engines
  - 8.16 Any device that limits, the travel of the suspension within the normal shocks and spring travel will not be allowed in any division.
- 8:17 Weight Burn Off Allowance after the race for 50 lap and longer races**  
50 Pounds for Fuel Burn off will be allowed for all 50 lap Races in all divisions unless otherwise posted. 1 Pound per lap. If you have a 75 lap race you will be allowed 75 pounds for fuel burn off providing there is no Competition Caution involved. **If there is a competition caution involved in a race there is normally not a fuel burnoff allowed.. If it is it will normally be a reduced amount.**  
(Weight Allowance does not apply for qualifying.... ONLY After the Race)

## PROTESTS

Protests are part of the rules to help make sure there is a level playing field for all drivers. We allow Visual protests which allow you to protest easily seen items and these protests must occur before the drivers meeting and also Post race protests which allow you to protest drive line items only. Protests are driven by the drivers. If you feel the track is not checking enough things on a car you can simply put up the required protest money and see for yourself in an organized protest and tear down of part of the vehicle you are protesting.

All protests and Appeals are handled on the track. Never attempt to go to scoring upstairs to file a protest or appeal. All protest money must go to the head tech man within.

## Be a Man about Protests

Protests are simply a part of the rules, just like rod length, wheelbase & tire brand, type & hardness. If you built your car by the rules and in the spirit of the rules then you should not mind being involved in a protest. If you did NOT build your car to fit the rules then you will make every excuse you can why you cannot tear down or why protests are wrong or why you think someone is doing you wrong etc.. Bottom line if you did not build your car to the rules you are STEALING from your friends you race with when you beat them at the track.

- 8.18 Protest Race Tech may check ANYTHING after a race however a **POST RACE Protests by a competitor is LIMITED TO DRIVE LINE COMPONENTS ONLY** such as Engine, Carb, Clutch, Transmission, Rear End etc. and must be in writing EIRI.  
**In order to file a post- race protest you must do these things...**
  1. The protesting driver must finish within **3 positions** of the driver they wish to protest. Example...If the car you want to protest wins the race you can finish no farther back than 4<sup>th</sup> place in order to file a protest. You can only protest a car in front of you unless they protest you first then you can counter protest them..

2. The protesting driver must have competed in a minimum of 3 Feature Events in that division within the season to be eligible to protest. (First 3 races will go back to the previous season records)
3. You must present your money and exactly what you are protesting (**In writing**) within **10 minutes** of the car you are protesting clearing the scales.
4. In turn the protested car has **10 minutes** to file a counter protest back on the original protester's car after being notified
5. Verbal or visual protests will not be allowed after the race. All protests must be in writing

All postrace mechanical protests Track Tear downs MAY be performed on race night or postponed to Monday or Tuesday night (or the quickest time available that works with our machinest) with the vehicle in question being impounded. Determination of a questionable part may take an extended time period. Tear down day & time is determined by management

6. **Heads, Intakes and Cams are a popular place to make Horsepower...** We will be ccing runner sizes on heads and intake.. We are fully aware of the ability to have your heads and intake machined and reblasted to appear to LOOK FACTORY STOCKS.

**UNDER REVIEW:** Track Officials and management may place any finish or controversial call or on track incident or decision

**UNDER REVIEW:** Allows for time to gather all the information so that the incident or call can be reviewed to allow for the correct decision or call to be made.

8.19 **PLAYING IN THE GREY** (GREY AREAS IN THE RULES or NOT in the Rules) Anything that has been overlooked or not specifically written in the rules (Grey Area) must be approved by Competition Director & track ownership. Final decision on anything unwritten that may come up will be the decision of the Competition and track ownership together and it will normally be based upon if it was a performance advantage of any type and if it was how much of an advantage it was and how much it improve the performance EIRI. Competition Director and Track Owners decision will be final. If you do not want to face the wrath of this going against you in a DQ.... **DO NOT PLAY IN THE GREY AREA.** Participate within the spirit of the rules. If you do not know for sure the spirit of the rules then call Jerry Criswell @ 615-430-3135 and discuss what you have before you EVER got to the track.

8.20 **Appeals:** Once a ruling has been made, you must inform the Competition Director in writing within 10 minutes of the decision to appeal a ruling. Competition Director will also have an appeal form you can use and give him the \$100 CASH appeal fee to give to the Race Director within ten (10) minutes of the rule or decision you are disputing to have your appeal heard.

**Protest Forms, Claims Forms, Appeal Forms and Visual Protest Forms can be found at the end of the Protest Rules available on the track Website. You must bring these forms with you to file a Pre Race Visual Protest, After Race (Post Race) Protest, After Race Claim or After Race Appeal.**

#### **SECTION 9: General Track Property Rules**

- 9.0 **Fun:** If you are not here to have Fun you should leave immediately. If you have had a bad day and you are arguing before the races even began or have had issues with track officials etc... it would be in your favor to leave for the day and cool off.

- 9.0a **SHIFTING. All Classes with V-8 Engines... Missing shifts on Starts & Restarts causes wrecks on the Front Stretch. Absolutely NO shifting on the front straightway during starts or restarts in V-8 divisions.**
- 9.1 **SPEED LIMIT.** Please drive slowly on track property (5 mph max). 5 mph is the speed limit inside the track in the infield or on pit road. Never leave pit road without an official's direction.
- 9.1A **Pit Road SPEED LIMIT:** 5 mph is the speed limit on pit road
- 9.1b **Everyone MUST enter Pit road going into turn 3...** NEVER enter Pit road exiting turn two. Entering pit road at turn 2 against the flow of traffic is extremely dangerous and is subject to fine, suspension, disqualification or all three.
- EVERYONE MUST Exit Pit road at the end of the Front Stretch going into turn (1) one to go to the lower pits.. We will exit in the following order... Cars first followed by motorized vehicles then followed by pedestrians.**
- 9.2 **RAMMING UNDER CAUTION.** If you ram into the other car intentionally under caution; you may be brought to the pits with the possibility of being fined, disqualified, suspended or all three.
- 9.3 **ROUGH DRIVING.** ¼ mile racing often involves contact between competitors. However, intentional wrecking or continued over aggressive driving will not be tolerated; the determination of which is a judgment call by officials. You cannot retaliate for good short track racing however you can be suspended fined and championship points deducted if the race director deems it necessary. If you, your crew, family members or anyone associated with you goes to another persons pit or goes to their car or persons in the infield or pits you will **AUTOMATICALLY BE AT FAULT** no matter what happens.
- 9.3a **STAY IN YOUR AREA...** If you have an issue with someone you call them next week or ask the race director to set up a meeting for you the other person and the race director to work it out. **YOU MUST stay in your area... NEVER approach another drivers or crews pit stall, pitting area or the space they occupy.** If you go to their area/space or do not remove yourself from their area if you are more mobile than them **you are AUTOMATICALLY considered at fault. If you go to another person's area and confront them you will be fined at the very least nad considered at FAULT.**

### **STAY IN YOUR AREA!**

- 9.3b **Fighting is not allowed and you will be disciplined for fighting.** Stay away from known trouble makers if they exist and people with short tempers. If you Provoke a fight with your words or actions you will be considered the one at fault and you will be dealt with accordingly. If your driver or you have had issues on the track or off the track or with someone during the race it is your responsibility to see who is around you and immediately separate yourself from anyone you or your driver may have had disagreements or issues with to prevent any future issues including but not limited to verbal situation and possible fights. **Never ever get in a verbal situation with someone.** When you walk towards another person, group or their car especially going away from your car you will be considered at fault especially if mouthing at them. Simply turning and walking away is the best way to end a tense situation.
- 9.3c If you have an issue with someone report it to the Race director then simply Stay away from them and the area they are in and do not say anything or do anything that can be considered negative to provoke further incidents.
- 9.4 **CAR USED AS WEAPON.** If you use your car as a weapon, you may be fined & suspended for the remainder of the season; or up to 12 months, as well as possibly arrested.
- 9.5 **LINEUPS.** If you are not ready and in line for your race, you may lose your starting position.
- 9.6 **QUALIFYING MULTIPLE CARS.** Whomever qualifies the car must also be the driver to start the Feature race **if the car is to retain its qualifying position.** Any driver qualifying two cars in the same class must notify the competition director and put it in writing and submit it to the pit ticket booth attendant prior to driver's meeting, as to which car he will start in the feature
- 9.7 **RUNNING SAME CAR IN MULTIPLE CLASSES.** Drivers in the Pure Stock division may elect to also race their car in the Sportsman division. Drivers in the Sportsman Division may elect also to race their cars in the Limited or Late Model division. Drivers in the Road Warrior division may elect also to race their cars in the

Road Dog division. All drivers wishing to race their car in multiple divisions must receive approval from track officials. Driver must pay for an additional pit pass fee and entry fee if required. If at any time track officials believe request to move up a division is to attempt a malicious act against a fellow competitor, the request will be denied. A driver competing in a division for points may run a car from the next lower division (Must be approved by tech) to gain points in the higher division.

## TIRES

All tires have a factory durometer spec and a temperature at which that number was taken.

### How Durometering a tire works.

For instance if the factory spec number is 55 durometer reading at 175 degrees.

At a cooler temp the tire durometer reading should read a slightly higher number maybe 56 or 57 at 140 degrees. At 220 degrees the tire should read a little lower maybe 53-54 on a durometer.

We check 3 places across the tire and if we remove the tire we like to rotate the tire and check another position on the tire to confirm the reading or to make sure the tire has not been flat spotted of something.

- 9.7a Occasionally used wheels will get hung and bent as you are changing tires on the equipment. The Speedway nor Tire Machine Operator is not responsible for bent wheels. We will take responsibility for a new out of the box wheel if you open and take it out of the box with our tire man observing you.
- 9.8 **Tires.** All tires must be purchased from Veterans Motorplex (The Rim) and you must keep your receipt with the tire numbers listed on the receipt for proof of purchase anytime you race those tires. Tires purchased from and or used at the Track cannot be altered by retreading, siping or any type cutting of the tire. Tires cannot be altered. DO NOT purchase a tire in which the barcode cannot be easily read.
- Tires not controlled by impound may be purchased & mounted on all race days & on Thursdays at Test and Tune from 4pm till 7pm. NO Tire Soaking or siping in any division. Tires for specific division may be purchased through the week by appointment (615-430-3135) however mounting will not be available.
- 9.8 a **ALL tires on your car must have readable bar code numbers on inside and outside of the tires in all divisions and you must have receipt from the race track stating you bought them for the Division you are racing in. If you come through tech with tires that the numbers cannot be read that tire will be confiscated and deemed non approved. Tires will be checked for softness. No Retreading used tires No altering of any tires in any way.**
- 9.8b **All tires for all divisions** must be purchased from Veterans Motorplex Speedway with barcodes scanned and recorded. Anyone caught running tires not purchased from Veterans Motorplex may be immediately disqualified, fined, and or suspended or any combination of. Officials may require that tires be impounded until the following race or released before qualifying for the next event.
- 9.8C Bribing or attempting to bribe a track employee is grounds for immediate disqualification, fine and suspension.
- 9.9 **Fuel.** 93 Octane Non Ethanol Fuel may be purchased on Thursdays at Test and Tune & Race Days. May also be purchase through the week when available. If the track is rented Fuel, Tires and Compressed Air are NOT normally available. **No Fuel allowed with oxygen enhancing agents. No fuel additives with oxygen enhancing agents**
- 9:10 Electric or manual fans may be used in any V-8 Division. All fans must have at least a 180 degree fan shroud that cover the entire fan blade from 9 o'clock position to 3 o'clock position
- 9:11 If a driver is on the property with their vehicle with intentions of racing and for some reason the driver cannot make the racing event they will be given last place points in all events for that night providing scoring is aware of them being on the property.

**Championship Points will run from the 1<sup>st</sup> race to Last race. All races count unless they are designated NON - Points events.**

The points do not reset nor do we discard any races. All races count towards the Championship Points Total.

We will honor our Champion and the **TOP FIVE** in Championship points at our Championship Points night by RSVP only. **Anyone in the top 15 in Points may request to be recognized at the banquet by contacting Jerry Criswell at 615-430-3135. Anyone being recognized in the points must purchase a minimum of 2 adult tickets to be recognized.** All drivers, family and fans are all encouraged to attend the Championship banquet as several awards will be given in each division. EIRI

#### 9.12 NEW FEATURE RACE POINTS SYSTEM FOR 2024

##### Feature Race Points

1 <sup>st</sup>	75 Points
2 <sup>nd</sup>	74
3 <sup>rd</sup>	73
4 <sup>th</sup>	72
5 <sup>th</sup>	71
6 <sup>th</sup>	70
7 <sup>th</sup>	69
8 <sup>th</sup>	68
9 <sup>th</sup>	67
10 <sup>th</sup>	66
11 <sup>th</sup>	65
12 <sup>th</sup>	64
13 <sup>th</sup>	63
14 <sup>th</sup>	62
15 <sup>th</sup>	61 points continue to drop 1 point per position to the last car.

9:13 Trophy Dashes (for NON winners ONLY) These races Do not pay points or money just winners trophies

9:14 Our yearly Championship Points Banquet takes place on the first Saturday of March at Calvary Baptist Church Gymnasium. Championship Points night by RSVP only. Champions in good standing will have their own championship table that seats 8 guests. Racing is a family sport and this is a great time to get to know the drivers and their families that you race with. All drivers, family and fans are all encouraged to attend the Championship banquet as several awards will be given in each division.

9:15 **PREVIOUS RACE WINNER for all divisions that qualify (except bandoleros)** : Previous race winner will start one position behind the inversion. If a driver is dominating a division in the spirit of a good show for our fans they may be required to start at the rear of the field or farther back for each race won. **After 6 races have been won in any division** that driver and car may be required to start at the rear of the field every time they win after the 6<sup>th</sup> feature win.

9.16 **Road Dogs Previous Race Winner** must start at the REAR of the Field the Next race they run.

9.17 **Road Warriors Previous Race Winner** must start at the REAR of the Field the Next race they run.

9.18 **Scrapers Previous Race Winner** must start at the REAR of the Field the Next Race they run.

9.19 **LS Super Series Previous Race Winner** must start at the Rear of the Field the Next Race they run.

EIRI

Section 10

**10:1 RIGHT TO ALLOW CORRECTION PERIOD.** Any competitor with a tech issue may be given the opportunity to race that night with or without a weight penalty etc. This is per tech and management / ownership depending on the situation at hand. EIRI

**10:2 Race Directors decision is ALWAYS FINAL.. Track Owner does not normally get involved unless you File an Appeal. All decisions always includes what was the intention of and the spirit of the rules.**

**Section 11:00 Track Rights.. As a promoter we work tirelessly to have a fair and even playing field and to promote money saving ideas and money saving ways of racing.**

**11:00** Recently there has been some concerned about the horsepower and torque numbers on the 5.3 engines that Veterans Motorplex has been developing for racing especially in the Pure Stock division.

In an effort to continue the transparency in the development of this 5.3 engine package we will be implementing mandatory impounding of a specific number of cars to be chassis dyno tested to identify actual Horsepower and Torque numbers between different engine combinations to determine future rules.

Veterans Motorplex will pay for chassis dyno testing costs for these tests and for the threaded bung that will need to be installed in the exhaust to properly monitor the engines performance on the chassis dyno. These results will be made public after all tests.

**Track Tear Downs.** At any point during the racing season any car may be brought to the tear down garage and entire car may be checked to any extent deemed necessary by Veteran Motorplex tech officials. This may include anything from removal and inspection of suspension components to using internal and external tech inspection equipment to a complete tear down of the engine, transmission and entire car. This may also include impounding of questionable parts for further examination from independent sources to keep the playing field level for our competitors

After completion of the Track Tear Down if the engine is within the spirit of the rules and deemed legal for competition by Veterans Motorplex officials the car owner may receive \$50 to \$200 to be used towards the cost of gaskets to help in the reassembling of the engine (Top side gaskets will be a maximum of \$100 towards gaskets at managements discretion). (Maximum gasket amount for a complete tear down of a 5.3 engine will be \$100) A car owner and or team's spirit of cooperation, plus respect level and the professionalism exhibited during the inspection process will directly affect how much money is received for the gaskets if the engine is deemed legal. We are all in this together and we should all strive to do what is best in order to lower the cost to race and to put on the best show possible each week for our fans and sponsors.

If a car owner / driver refuses to cooperate in any of the impound, inspection and dyno testing processes the car and driver will be immediately disqualified and all points and money for the evening will be lost as well as up to a two race suspension and a fine may be implemented. If the car owner or driver returns with the same car or with a different car and or driver after the suspension period to race that car will also be subject to a complete inspection before and after the race.

**11.1 RIGHT TO INSPECT.** Track officials reserve the right to inspect any car for compliance within the rules at any time. Track has the right to require a tear down at any time; and the right to determine the time and location of the tear down.

**11.2 REFUSAL TO TEAR DOWN.** Refusal to tear down for a track tear down or official protest will result in a minimum \$100 fine and car will be required to tear down the next time it competes. In addition, refusal to tear down will result in immediate disqualification and loss of points and monies for that event.

**If you refuse multiple protest tear downs you will be fined \$250 and suspended for 1 race.**

**11.3 INVERSIONS.** Track has the right to start a car in the rear of a race if desired, or to have a specific number inversion, including a full-field inversion.

- 11.4 TIME LIMIT.** Track has the right to enforce a time limit on any race taking too long to complete. Normal race length is 20 minutes for a regular feature race. Time limits will be invoked at the discretion of the Race Director.
- 11.5 OUTLAWING CARS.** Track has the right to rule a specific vehicle illegal if it has a far advantage over the other cars in its field or in some way has an advantage not covered by the rules.
- 11.6 ADDITIONAL WEIGHT.** Track reserves the right to change total weight, left side eight, or require a minimum amount of cross weight to even out competition in a division. If the track places a specific amount of weight in a specific place, **you will NOT be permitted to counter-balance the weight.**
- 11.7 WORKING ON CARS.** All work on cars must be done in the infield or pit area only during a race. You may now work on your car under **RED FLAG conditions if you are in the infield / pit area.**  
**If under the caution or Red Flag a track official may remove a loose part as long as it can be done easily without the use of any tools. If a saw, hammer, drill or any other tool must be used you must come to the pits and your pit crew must do that.**
- 11.8 NEIGHBORING TRACK RULE.** Veterans Motorplex reserves the right to allow a car from a neighboring (This rule is mainly for cars from out of state tracks) track to run even if their rules are totally different (Car must be prior approved by Management before you race). If Veterans Motorplex determines that neighboring track's rules provide that car an advantage, the track may penalize the car by weight, restrictor plate or any appropriate means to make it more equal to Veterans Motorplex cars. Veterans Motorplex reserves the right to allow cars to run with possible future rules packages for a limited amount of time.
- 11.8a THERE IS NO SUCH THING AS A CAR FROM A NEIGHBORING TRACK HAVING an Automatic ONE WEEK TO RACE without meeting our rules. That is a Rumor.** Any driver wanting to come to our track and race must contact Jerry Criswell the track owner @ 615-430-3135 to discuss the difference in the two tracks rules.. Jerry will then contact his staff to discuss what the drivers says the differences in the two tracks rules are and what are the advantages and disadvantages. Photos may be required of the car etc... We want to find a way to get a neighboring tracks cars to race. Once we have discussed the differences we will try to come to a common agreement on **IF the car is close enough to our rules to race with us and exactly what the best division for the car would be and what penalties may be accessed to** make the car competitive if the rules are different from Highland Rim Speedway rules. **Both Management and Tech Team will have FINAL say in ANY car visiting from another track... TIRES:** All cars must run the track specified tires for that specific division and have proof that the tires were purchased form the track specifically for that division. Unless the Track Tech and Management agree to allow a different tire based on how that tire compares to the track tire in performance and wear depending on the laps of the race.. Cars may be allowed to run a different tire (providing Jerry Criswell has been contacted in writing before race day about these tires) if the management and staff feel there is no advantage to the tire or that the tire is slower than our specified tires.
- 11.9 RIGHT TO WARN.** Track reserves the right to give a warning for rules infractions deemed to not be a severe performance advantage with a limited amount of time to fix the infraction.
- 11.10 TECH AND COMPETITION DIRECTORS.** Track reserves right to check and approve any part not covered in these rules. If you are working in a grey area; check with tech before doing so; otherwise, you may be disqualified, fined or suspended if track determines that you are in violation of **what the intention and Spirit of the rules.**
- 11.11 MODIFICATION OF RULES.** Track reserves the right to update, modify, and delete rules at any time.
- 11.12 WINDSHIELD SPONSOR AREA.** Track reserves the right to require all participants in a sponsored division to properly display the division sponsors Decal (Supplied by Veterans Motorplex) across the top of the Front Windshield. **Failure** to display a division sponsors decals will result in a **25% Reduction** in all monies won until sponsor decal is displayed.
- 11.12a Racing Series Sponsor decals.** All competitor's will be required to display Veteran Motorplex sponsor decals on their car in specific places. Failure to display the appropriate decals will result in a 25% reduction in all monies won until the sponsor decal is displayed.
- 11.12b** Stock Windshields may be used or replaced with minimum 1/8" thick Polycarbonate / Lexan.

**HALF WINDSHIELDS: Providing Drivers wear a Full Face Helmet** half windshields in front of the driver made from minimum 1/8" Lexan / polycarbonate material windshield may be used in the Road Warrior Class with adequate bracing. Road Warriors may also be allowed to race with No windshield for a limited time with windscreen braces and a Full Face Helmet.

**Windshields: We Highly Recommend** minimum 1/8" thick Polycarbonate / Lexan Polycarbonate Material be used in place of stock windshields. VMP/HRS highly recommends immediate replacement of any cracked windshields.

**11.13 RESTRICTOR PLATES / Devices to promote a fair playing field and good competition.** Track reserves the right to require the use of Carburetor or Throttle body Restrictor plates (Veterans Motorplex supplied) to even the playing field when one car has a competitive advantage over the others and or add weight or use any other means of providing a level field of competition. Track has the right to use any means necessary to provide a level playing field and good competition for our fans.

**11:13a RESTRICTOR PLATE Position:** If a restrictor plate is required. It cannot be altered and it must be placed where the tech man tells you and attached and hooked up as Tech requires. Generally it must be placed in between the spacer plate and intake beneath the carburetor secured by all four bolts that hold the carburetor on or in between the intake and Throttle body on a 5.3 engine and secured by all the bolts that hold the throttle body on. **Idle holes may be enlarged in throttle blade on any 5.3 engine package.**

**11.14 Working RACECEIVERS & Transponders will be required for all participants in ALL divisions at Veterans Motorplex at the Rim except the Scrapper and Screamin Demon divisions at this time (Once the car count increases transponders will be required in all divisions. EIRI**  
**You MUST have a Fully Charged Transponder / Working Raceceiver in order to race. EIRI**  
**Failure to follow the RACE DIRECTORS directions over the Raceceiver when on track property can result in the driver being parked, fined or simply Disqualified and not allowed for their score to be used.**

**11:15 ENTRY FEES.** All extended length races or extra bonus pay to win races will have an entry fee.

**11:16 TRANSPONDERS:** All Racers in all divisions MUST purchase or Rent a Transponder and holder. **Rental is \$25 per night** which includes monitoring fee. If you own your transponder that is compatible with our system the cost is only **\$5 monitor fee per night.** Driver is responsible for any damage to rented transponders. Valid Driver's License is required to rent a transponder and will be kept until the transponder is returned at the end of the night. **NEVER PUT A TRANSPONDER IN YOUR POCKET and walk around with it.** Transponders are great but because of different wheelbase cars the final call of who finished in what position may require a visual look at the line as the first car to the line is the winner of the position.

**11.17 Transponders and Switching Drivers...** If you are going to drive another person's car you MUST have you're the transponder registered to the correct driver of the vehicle or points may not be given to the correct driver. If you do not have the correct transponder on the car that matches the driver you may lose pay and points for that night. All Money and points will go to who the transponder used on the car is registered to providing that person is driving the car. EIRI

**ENGINE TEAR DOWN.** Veterans Motorplex reserves the right to tear down any engine in any division at any time in fairness of a level playing field. We reserve the right bring in a machinist from a local machine shops to perform all engine tear downs and inspections. Owner's car being checked may also provide a standby machinist to be on track property during the tear down procedure. If there is a discrepancy with the tear down or a part the standby machinist will be allowed to look at ad discuss the part in question. If the two machinists cannot come to a final agreement, the part or parts will be impounded and a third party will be brought in by the track. ASAP the track owner will get a third party to help decide the issue at hand and the final decision will be made. Failure to leave the part impounded will result in automatic disqualification.

- 11:17a If you can afford to build a car and race engine you realize the cost to do business and participate in this sport.. **Accepting a protest and tearing down your engine to prove you are right is simply a part of this sport on ALL levels and the professional thing to do.**  
Not being able to afford to tear down an engine for the amount of money to be won is **NO EXCUSE**.  
Basically no one racing at this level is NEVER a money making venture. At best this is just an expensive hobby and we are all fortunate to still be getting any pay for a hobby.
- 11.18 All engine tear downs or mechanical protests may performed that night, or on the following Monday or Tuesday night or when track staff & Machinest can be available EIRI.
- 11:19 **Unapproved parts:** Track reserves the right to impound all questionable or illegal parts for further inspection. If the impounded parts are deemed NOT approved for competition or within the SPIRIT of the rules the track reserves the right to confiscate those parts. **If you deal in the GREY area expect to be Disqualified for being in the GREY area unless it is not performance enhancing then it may be allowed at the discretion of the Competition Director / Track Owner.**

## Section 12: Appeals

- 12.0 All protests and Appeals are handled on the track. Never attempt to go to scoring upstairs to file a protest or appeal. You cannot win a race from the pits.
- 12.0a If a race is shortened for any reason the finish is how they cross the line and receive the checkered flag.
- 12.1 **DECISIONS OF COMPETITION DIRECTOR.** Decisions by Competition Director are considered binding and final; unless an appeal is filed.
- 12.2 **APPEALS PROCESS.** Once a ruling has been made, you must inform the Competition Director or Race Director of your wish to appeal a decision, and file the appeal form and \$100 appeal fee with him, within ten (10) minutes of the call.
- 12.3 **APPEALS HEARING.** The Monday following the race, you may post your written appeal via email to: [rimtechline@gmail.com](mailto:rimtechline@gmail.com). Appealing driver must leave all contact information so that the appeals board may contact him. On Tuesday you will be on a conference call with the owner and tech official to hear your appeal at a designated time. Appealing driver has the burden of prove his case. The appeals board will then look at your appeal information and discuss the issue with the Competition Director. Normally within 72 hours, the Appeals Board will inform the appealing driver of their decision, and release the decision and payout for the division on Thursday.
- 12.4 **LOST APPEAL.** If a driver's appeal is unsuccessful, he loses his protest / appeal fee.
- 12.5 **WON APPEAL.** If a driver's appeal is successful, his appeal fee will be returned in full.
- 12.6 **ACTIONS DETRIMENTAL** to Auto Racing at Veterans Motorplex. Any actions by any racer, family member, crew member or a racers fans in person or on **SOCIAL MEDIA** considered detrimental to the Success of Auto Racing in general or to the success of Auto Racing at Veterans Motorplex or that involves negative comment towards the ownership the staff of Veterans Motorplex can result in suspensions, fines, point deductions etc.. This includes anything that disrupts the normal operation of Veterans Motorplex weekly racing programs.

## Section 13: Visual Protests can ONLY be made before the drivers meeting.

- 13.1 **FEE.** The fee for a visual protest is \$60. You may only protest one (1) item per night
- 13.2 **Visual protests are for non-drive line items only**, such as shocks, tires, wheels, body, chassis, suspension parts, tread width, sway bar, distributors, ignition or any other item that can easily be seen by removing the hood, looking in the car or opening the deck lid, etc. **These items can ONLY be protested by visual protest BEFORE the drivers meeting.**
- 13.3 **PROCEDURE.** Visual protests must be made in writing on the protest form describing the car number, division, and driver's name, plus the alleged infraction; and presented to the Competition Director along with the protest fee, before the driver's meeting starts. At the conclusion of the driver's meeting, the protested driver will be notified of the protest, and track officials will check the protested item.

- 13.4 **INFRACTIONS.** If a protested driver is found to have an infraction; they will be allowed to fix, repair or replace the offending part. If the infraction is fixed to the officials satisfaction before the races begin, they will be able to KEEP their starting position. Every effort must be made to cure the infraction before the race. If the infraction cannot be fixed before the race, depending on the severity of the infraction, the Competition Director may allow the racer to start in the rear of the field; and may require the offending driver to add extra weight to compete. The decision of the Competition Director is Final.
- 13.5 **TIME TO CURE.** If an infraction cannot be cured before the races begin, you may be given one (1) week to cure the infraction depending on the infraction. EIRI
- 13.6 **EXCESSIVE VISUAL PROTESTS.** Excessive visual protests will not be tolerated, and Speedway officials have the right to refuse a protest.
- 13.7 **EXCESSIVE POST RACE PROTESTS.** Excessive Post Race protests will not be tolerated especially against one specific car, and Speedway officials have the right to refuse a protest. You cannot make Post Race Protests in multiple divisions in the same night. A driver can only file one protest per night.
- 13.8 **EXPIRATION OF PROTEST PERIOD.** Once the driver's meeting begins you can no longer file a visual protest item for that night. Specific drive train components may be protested post-race in allotted times. EIRI

**14:1 TAP Out Rule:**

When two drivers are involved in an on the track accident the rule is both cars go to the back of the pack however **we now include a Tap Out Rule.** With a tap out Rule...If one of the drivers involved knows they were the one that caused the accident they can drive to the front stretch and stop at the start / finish line and **TAP on The Roof** of their car signaling the wreck was their fault by accident. If this happens the driver that tapped their roof (**Tapped out**) will go to the Rear of the field and the other driver will get their position back. EIRI

- 14:2 **Intentional Act:** If the race directors deems any accident on the track is intentional they have the power to overturn ALL RULES and put the victim back into their previous running position before the accident even if the car has to have repair in the pits after the accident. This includes tap out situations.
- 14:2a **Intentional Acts:** If the race directors deems any accident on the track is intentional they have the power to park any cars involved for the night, disqualify the car, fine the driver and car owner if they feel it is in the best interest of auto racing.
- 14:2b **Intentional Acts:** If the raceceiver operator has warned you more than 2 times about anything and you fail to follow their directions you can be put to the rear of the field and or PARK and or Disqualified & Fined.
- 14:2c **Have FUN at VETERANS MOTORPLEX:** If you have come to this speedway to do anything but have fun you have come to the wrong place and you would save yourself some embarrassment and money to go ahead and leave. **We will not tolerated trouble makers. If you come to cause trouble get ready to attend the races somewhere else as you are not needed here, nor are you welcome here.**
- 14.2d **Team Racing & Intentional spinning or wrecking of cars**  
Team racing / blocking will not be tolerated. Race the cars on your own merit. If the Race Director deems that a car was intentionally spun by another competitor, the Race Director has the option to put the car that was taken out and put them back in the position they were in when they were spun.
- 14.2 e **Bullying a driver or crew member will not be tolerated.** If it is obvious that a race team has several "friends" on the track trying to help take out or slow down a specific car for ANY REASON you can be immediately disqualified from the event and parked, suspended, fined and or all three. Threatening a driver on social media will not be tolerated and doing that will result in suspension, fine & deduction of championship points or money or all that was mentioned. Drivers you are responsible for yourself, your friends, family and fans... please keep them under control or you will pay the price.

**14:3 Disruption of Normal Business:**

Veterans Motorplex is a business and it must be profitable to be here for your enjoyment. How ever you are on private property when you are at this facility. Your pit pass or ticket gives you the privilege to be on this property providing you and your crew and fans follow the rules and follow the directions of our staff. Any Driver, crew or fan taking part in **ANYTHING** that disrupts the operations such as a protest by blocking an entrance, refusing to move your car or tow vehicle / trailer as directed by our staff may face a fine, suspension and total disqualification from the race and loss of all monies for the night. You may also be liable for damages and the cost to remove your vehicle from the premises even if you move your vehicle before a professional tow service arrives. EIRI

**14:4 If any division of cars fails to support the scheduled events for that division. The division is subject to immediate cancellation with no points banquet. Including no monies trophies or recognition.**

**EIRI Except In Rare Instances**

## NOTICE

No driver, car owner, or mechanic shall have the claim for damages, expenses, or otherwise against promoter, track owner, Veterans Motorplex employees, property owners or any of its officials by reason of disqualification, or damage to, either car or driver, or both, and car owner, driver, and mechanic agree that the track is in safe condition if they take part in racing activities. If an unsafe condition is found by a participant, it is that participant's responsibility to notify a track official, the competition director, or promoter immediately in writing of such condition. In consideration of acceptance by HRS of participant's application and payment of registration fees, the participant agrees to abide by all rules and regulations of HRS as to conduct and mechanical specifications, as now published or hereafter modified. Failure to abide by HRS rules and regulations shall be deemed negligence on participant's part. If in any case there is not enough cars to support the division, the promoter has the right to either cancel that division, race at a reduced payout (With majority of the drivers in the division consent) & or run that division on a limited schedule or allow that division to make changes that allows them to run with another division.