2026 Open Wheel Showdown

Supermodified/ Speed Tour Rule Book

Supermodifieds
DISCLAIMER
September 22, 2026
Version 1.2

Race Procedures

2026 SUPERMODIFIED RACE FORMAT

Wednesday begins Load in, Tech, Tire Sales

Thursday is Optional Practice, Tech, Tire Sales

Friday & Saturday:

Practice
Qualifying (2 Laps)

Feature Line Up:
Fast qualifier will roll dice with the numbers 4,6,8 to determine the invert.

The cars not involved in the invert will start the race straight up behind the invert cars.

Feature will be 30 laps.

2026 SUPER MODIFIED TIRE FORMAT

Below outlines the tire rules for the 2026 Open Wheel Showdown. Hoosier Tire West will be at the track for the event and will be able to help mount and dismount tires for the team should they need it.

Mandatory tire requirements for RF, LR, and RR only.

- Right Front (RF) MUST be a M30, Left Rear (LR) MUST be a M30, Right Rear (RR) MUST be a 2045

o Must purchase a minimum of one RF, LR, and RR from Open Wheel Showdown at the Track

- Can preorder from Hoosier Tire West by calling 559-485-4612

o Tire will be stamped at time of purchase

- You Must Run the OWS stamped tires across the 3 corners starting with the first practice on Friday and running through the balance of the event.

- You can use your stamped tires as you desire during the event.

- You may use ANY tire on Thursday for Practice

- Mandatory tires for the RF, LR, and RR. LF is an open tire rule and not mandatory. The below are the mandatory compounds and recommendations for the teams.

- LF 2030 (Recommended)
- RF M30 (Mandatory)

- LR M30 (Mandatory)
- RR 2045 (Mandatory)

- Teams can preorder from Hoosier Tire West

- You may use ANY tire on Thursday for Practice. No tire enforcement on Thursday.

Forward

The Open Wheel Showdown (OWS) rules and regulations ensure the safety and fair competition of all racing events sanctioned by the OWS. These rules set minimum standards and requirements that must be followed by all participants, including car owners, drivers, sponsors, and crew members. By reading and understanding these rules, all involved parties agree to comply with them and recognize the importance of prioritizing safety in all racing activities. These may be updated to reflect necessary changes and amendments, ensuring that the OWS remains a safe and fair platform for all involved. Ultimately, the OWS rules and regulations serve as a guide for the conduct of the sport and prioritize the well-being of all participants, spectators, and others involved. The Open Wheel Showdown (OWS) rules and regulations ensure the safety and fair competition of all racing events sanctioned by the OWS. These rules set minimum standards and requirements that must be followed by all participants, including car owners, drivers, sponsors, and crew members. By reading and understanding these rules, all involved parties agree to comply with them and recognize the importance of prioritizing safety in all racing activities. These may be updated to reflect necessary changes and amendments, ensuring that the OWS remains a safe and fair platform for all involved. Ultimately, the OWS rules and regulations serve as a guide for the conduct of the sport and prioritize the well-being of all participants, spectators, and others involved.

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RULE BOOK DISCLAIMER:

These rules and/or regulations 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 the publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

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Open Wheel Showdown Supervisory Staff

Davey Hamilton Jr, Owner/ Founder of Open Wheel Showdown

Stuart Young, Vice President of Operations of Open Wheel Showdown

Definitions

The following terms, which appear periodically throughout this rule book, have the following meanings.

Rule Book

The rules in this rule book. They may be amended from time to time as provided.

Officials

Persons employed by Open Wheel Showdown and appointed to officiate as an employee or independent contractor at an Event.

Event

An Open Wheel Showdown event. The event includes the race and all ancillary activity leading up to and following the event's conclusion, including registration, sign-in, inspection (pre- and post-race), participant meetings, practice, qualifying, heat races, last chance races, dash, and features.

Competitor

A driver, car owner, crew member, or any other person (other than an Open Wheel Showdown Official) who participates competitively in an OWS-sanctioned Racing Event. Whenever the words Competitor, driver, car owner, mechanic, family member, team member, or crew member are used unless the context indicates otherwise, the term used shall be interpreted to include any driver, car owner, crew member, or other person assigned to or a member of the same racing team.

E.I.R.I

Except in Rare Instances. Referencing an occasion or circumstance that may not be contemplated and may require an adjustment, addition, or revision to the posted Specifications and Procedures.

Supermodified

A specified racing vehicle that fits the specifications outlined in the Open Wheel Showdown Rule Book

General Rules

The Rules are effective upon the date of publication by the Open Wheel Showdown for any event, regardless of when a Competitor receives actual notice.

Amendment

The Open Wheel Showdown rules may be amended by publication of an amendment in a bulletin or during an event drivers' meeting under the authority of the Open Wheel Showdown officials. An amendment is effective upon the publication date, regardless of when a competitor receives the actual bulletin.

Interpretation and Application

If there is a disagreement or dispute regarding the meaning or application of the rules, the interpretation and application of the Director of Race Operations will prevail. All phases of design and construction are subject to the approval of the Technical Director. The Race Director and the Technical Director may exclude any car, design, or construction, which they deem unsafe or not meeting specifications, the spirit, and/or the intentions of the rules contained herein.

Testing Policy

No Sprintcar testing will be allowed at The Bullring at Las Vegas Motor Speedway prior to the event. This will result in a automatic disqualification of the event.

Age Requirements

Sprintcar Drivers must be 18 years of age. Drivers who are 17 and younger that are emancipated will be available for review by the Open Wheel Showdown staff and considered for a review of this rule. Super modified and Open Modified drivers must be a minimum of 18 years of age, drivers who are 16 and younger will be available for review. Legends has a miminum age of 10 years old. Bandelero drivers has a mimumum age of 7 years old.

For any questions about age requirements please reach out to one of our staff members and we can discuss further.

Open Wheel Showdown has the right to refuse a competitor from competing due to age, experience, and or risk factor.

1. Conduct

1.1. General

1.1.1. All Competitors agree to act professionally as determined by Open Wheel Showdown. The professional manner includes, but is not limited to verbal representation, written representation, any representation that may represent Open Wheel Showdown, the sport of racing and/or motorsports in general, and/or any affiliates. All Competitors MUST conduct themselves in a manner not detrimental to Open Wheel Showdown the Event or the Organizer.

1.1.2. Profanity in front of race fans, Officials, management, profane signs or writing on cars, etc., will not be tolerated and may subject the offending party to penalties.

1.1.3. Social Media content deemed detrimental to the Open Wheel Showdown Organizers, Officials, Events, Sponsors, and Competitors will not be tolerated. Detrimental content will be subject to dismissal from the event or prevention of attending the event.

1.1.4. UNSPORTSMANLIKE CONDUCT OR CONDUCT DETRIMENTAL TO THE SPORT OF AUTO RACING WILL NOT BE TOLERATED.

1.1.5. The general appearance of Members and Competitors MUST be neat and clean looking.

1.1.6. A competitor that stops his or her car on the track to argue or discuss an incident with the starter or other Officials will not be tolerated.

1.1.6.1. In the event you have a safety issue (i.e.: belts, helmet, raceceiver, track conditions) you may pull to the designated area announced in the driver's meeting during a caution and retain your spot on the track. If the track is green and you cause a yellow for a safety check, you will restart at the back of the pack.

1.2. Abuse and Altercations

1.2.1. Verbal or physical abuse of Officials, including improper language or actions will result in sanctions from Open Wheel Showdown

1.2.2. Fighting will not be tolerated.

1.2.2.1. Drivers will be held responsible for the conduct of all persons connected with their car, and violations will be dealt with accordingly. Any person from a crew, including the driver, going to another pit area where any altercation erupts, will be considered at fault and will be subject to consequences.

1.2.3. A driver's pit is their domain.

1.2.4. Any driver who, in the judgment of Open Wheel Showdown Officials, engages in rough driving, deliberately running into, blocking, or swerving in front of another car may be subject to the owner and driver to an immediate and indefinite suspension from the event and future Open Wheel Showdown events.

1.3. Social Media Policy

In the fast-evolving world of digital media, social media can mean many things. Social media includes all means of communicating or posting information or content of any sort on the Internet, including to your own or someone else's web blog, journal or diary, personal website, social networking or affinity website, web bulletin board, or a chat room, whether associated or affiliated with OWS, as well as any other form of electronic communication. The most common forms of social media are Facebook, X, Instagram, and Snapchat. Any other form of peer-to-peer and user-generated content sites are also included in this policy.

Even though these forums may seem informal, often they are home for people who choose to vent frustration. Ultimately, you are solely responsible for what is posted online from accounts managed by yourself, family members, or team members. Before creating online content yourself and/or allowing others the ability to post online content for you, consider some of the risks that you may pose. Keep in mind that any of your conduct that adversely affects OWS, our track partners, our sponsors, and all other members and participants of OWS may result in disciplinary action up to and including suspension.

This Social Media policy applies to all OWS Competitors and Officials. A Competitor is a Driver, Entrant, Family Member, Crew Member, Sponsor, or any other individual or entity who participates competitively in an OWS Sanctioned Event.

THE SOCIAL MEDIA GUIDELINES/RULES

Carefully read these guidelines, as well as the Rule Book, and ensure your postings are consistent with these policies. Inappropriate postings that may include discriminatory remarks, harassment, threats of violence, or similar inappropriate or unlawful conduct will not be tolerated and may subject you to disciplinary action up to and including suspension.

BE RESPECTFUL

Always be fair and courteous to others. Also, keep in mind that you are more likely to resolve complaints by speaking directly with others than by posting complaints to a social media outlet. Nevertheless, if you decide to post complaints or criticism, avoid using statements, photographs, video, or audio that reasonably could be viewed as malicious, obscene, threatening, or intimidating, that disparages others, or that might constitute harassment or bullying. Examples of such conduct might include offensive posts meant to intentionally harm someone's reputation or posts that could contribute to a hostile trackside environment based on race, sex, disability, religion, or any other status protected by law, rule, or policy.

BE HONEST AND ACCURATE

Make sure you are always honest and accurate when posting information or news, and if you make a mistake, correct it quickly. Be open about any previous posts you have altered. Remember that the Internet archives almost everything; therefore, even deleted postings can be searched. Posts are "on the record" and available to the media, public, sponsors, and other business partners and subject to discovery in litigation matters. Never post any rumors, speculation, or information about OWS or others until an official announcement, release or other post by official social media accounts has been made to the public and media.

DO NOT RETALIATE

OWS prohibits taking negative action against any OWS Official or other for reporting a possible deviation from this policy or for cooperating in an investigation. Any Competitor/Official who retaliates against another Competitor/Official or other for reporting a possible deviation from this policy or for cooperating in an investigation will be subject to disciplinary action, up to and including suspension.

PROMOTION

By entering an Open Wheel Showdown event you give Open Wheel Showdown to use your name or likeness in the promotion of the event including but limited to: Social Media Posts, Flyers, Shirts, Websites, etc.

OWS RESERVES THE RIGHT TO MODIFY THIS POLICY AS IT DEEMS APPROPRIATE IN ITS DISCRETION.

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2. Mandatory Safety Items

2.1. Fuel Bladder

2.2. Quick-release steering wheel

2.3. Dash or Steering wheel mounted kill switch within reach of the driver

2.3.1. The switch needs to be marked on and off.

2.4. Fire-resistant gloves, shoes, underwear, socks, and head socks are required and shall meet SFI 3.3

2.5. One-piece driving suit, with a minimum of two layers.

2.5.1. Shall meet SFI 3.2A Specifications.

2.6. All drivers must wear a full-face helmet.

2.6.1. Minimum safety rating of FIA 8859-2015. FIA 8860-2018, SNELL SA2020, Snell SA2016, Snell SA2015

2.7. Head and neck restraints must be used.

2.7.1. Must be SFI 38.1 approved and display a legible and valid SFI 38.1 label.

2.7.2. SFI 38.1 states that head and neck devices must be recertified every 5 years.

2.8. Seats must have head support on both sides of helmet.

2.9. Five-point harnesses are mandatory.

2.9.1. Must be equipped with SFI 16.1, SFI 16.5, or SFI 16.6 restraint system.

2.9.2. The Restraint system is eligible for use until the expiration date or 2 years from the date of manufacture.

2.9.3. Seat belt restraint systems shall be installed and used per the manufacturer's instructions.

2.9.4. Shoulder belts, lap belts, and crotch belts must be mounted to the frame of the racecar.

2.10. One-way radios that enable the driver to hear the OWS officials must be used in all race cars.

2.11. All competitors must reduce their speed to idle when entering the pit lane.

Speed Tour Regional Supermodified Series Race Procedures Overview

The procedures 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 procedures shall govern the conditions of all events, and by participating in these events, all participants are deemed to have represented that they have complied with these procedures.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE PROCEDURES AND/OR REGULATIONS.

These procedures are intended as a guide for the conduct of the sport and are in no way a guarantee against injury, death to a participant, spectator, official or others. The Race Director shall be empowered to permit deviations from any of the specifications herein or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirement. THE SPEED TOUR RESERVES THE RIGHT TO CHANGE AND/OR MODIFY THE PROCEDURES SET FORTH IN THIS BOOK AT ANY GIVEN TIME. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OR SPECIFICATIONS. Any interpretation of or deviation from these procedures is left to the discretion of the officials. Their decision is final. CLARITY OF RESPONSIBILITY REGARDING CAR CONSTRUCTION, CAR AND DRIVER SAFETY AND INSPECTIONS REGARDING SAFETY. Owners, drivers, and crew are the sole individuals who are responsible for the race car design, construction, maintenance, fabrication techniques used, materials used, as well as all safety systems including but not limited to the purchase, installation, inspection of all fire systems, seat belts, driver restraints, helmets, required or worn by the driver of that race car, crews, etc. related to that race car or any related equipment used on or at any SPEED TOUR event. SPEED TOUR is not responsible for any loss or injury to anyone arising from the failure of design, construction, or maintenance of any racecar.

TOUR DIRECTOR- **Mark Pasquale**
RACE DIRECTOR- **Chuck Handley**

ASST. RACE DIRECTOR-	**Brent Kuhl, Bill Birdsell**
PIT STEWARD-	**Jimmy Pasquale**
TECHNICAL-	**Terry Benson**

I. INTRODUCTION

A. CLUB OBJECTIVES

1. Contract with racetracks that provide for quality shows and or enhance racing opportunities in the Western States region.
2. Create an environment of professionalism, fairness and clarity to the vast majority of all involved with SPEED TOUR. This environment shall require constructive input and respect from all and for all.
3. Well-defined goals, procedures and duties along with good communication, will ensure our success.
4. This set of procedures will add clarity, will help eliminate gray areas and keep racing competitive.

II. GENERAL

A. MEMBERSHIP PARTICIPATION

1. Minimum Age

Minimum driver age will be 16 years. Drivers under the age of 18 will require parental consent in writing provided to the racing facilities scheduled for competition.

B. CAR NUMBERS

1. Car Number Dimension and Locations

Car numbers must be displayed in at least 16-inch-high characters on the main wing on both side wing panels.

2. Duplicate Numbers

Duplicate numbers are not permitted. In such a case, the car that participated in the lesser number of SPEED TOUR events during the prior season will be the car that will be required to change his number. Visitors with conflicting numbers are required to change their number as directed by SPEED TOUR officials.

C. CAR CONSTRUCTION

The Speed Tour Supermodified Series is an open competition series for supermodifieds.

D. RACING INJURIES

Any driver deemed unfit to race due to injury may be restricted from competitive events by SPEED TOUR Officials upon advice of attending medical personnel, or until a doctor's release is presented.

III. OFFICIALS

A. STARTER

The Starter (Flag person) is in complete control of cars & drivers while on the track.

B. PIT STEWARD

The Pit Steward is in charge of all personnel and vehicles in the pit area.

C. RACE DIRECTOR

The Race Director enforces compliance with all SPEED TOUR procedures and regulations and is in one way communication with the drivers at all times when they are on the track.

D. CORNER OFFICIALS

Persons working at an event as corner officials will also work as technical Committee.

****NOTE:** All decisions made by the Starter, the Pit Steward, or the Race Director **ARE FINAL** provided they **DO NOT** conflict with SPEED TOUR procedures.

IV. CONDUCT

A. COOPERATION WITH OFFICIALS

1. **Cooperation**
   All pit crews, drivers, and owners must cooperate with officials at all times to help put on a good show.
2. **Disputes**
   In case of disputes arising, only the owner or representative of the car has the right to approach the officials. Only one representative per car. The dispute shall be presented to the Race Director.

B. RESPONSIBILITY

The car owner or driver will be responsible for the conduct of all persons associated with that car.

C. UNBECOMING CONDUCT

1. **General**
   Any driver, car owner, or crewman, who at any time uses improper language to SPEED TOUR officials or track officials in charge of the race, may be immediately reprimanded, expelled from the track, or subjected to a fine. Unbecoming conduct in front of the audience will be cause for suspension and/or a fine.
2. **Physical Contact with an Official**
   Any driver, car owner, or crewman, who at any time shoves, jostles, strikes, or attempts to strike an official will be fined $500 and suspended up to one year.
3. **Fighting in the Pits**
   Any member or non-member found fighting in the pits or infield will be fined and/ or suspended.
4. **Detracting from the Appearance of the Show**
   Any person detracting from the appearance of the show, or anyone under the influence of alcohol or drugs, shall not be allowed to compete or be in or about the pit area. Drinking or drugs will not be tolerated in any manner and carries a $500 fine and/or one-year suspension.
5. **Making Contact**
   Any driver making contact with another driver when contact could have been avoided may receive a ruffled black flat for first offense, second ruffled flag driver will lose one position, third offense will be a black flag and driver will be directed to leave the track. All of the above are depending on the severity of the offense.

V. RACE PROCEDURES

A. PIT MEETING

1. All Drivers Must Attend

A pit meeting will be held before the first competitive event. All drivers must attend the drivers meeting immediately after warm-ups. The meeting will also include discussion on: the designated restart area; changes in the standard program; any precautionary, safety, etc., items the race officials may want to explain or clarify; other issues as needed.

B. STANDARD PROGRAM

1. Changes in the Program

When circumstances occur, the Race Director with track personnel will have the authority to change the program to suit the occasion.

C. DRIVER QUALIFICATIONS

1. Who Decides Driver Qualifications

The Race Director will decide driver's qualifications.

2. Rookies

All inexperienced drivers must start in the rear of all events unless approved by the Race Director.

3. Identifying Rookies

Inexperienced drivers shall have an I.D. mark or flag on rear of the car.

4. Repeat Driving Problems

Any driver continually getting into trouble may be required to start in the rear of his races until he has proved he can handle his car.

D. SUBSTITUTE DRIVERS

1. Time Trials

Driver changes will be allowed during time trials but each car will be permitted only two qualifying laps total.

2. Notifying Officials

Substitute drivers must notify Pit Steward and/or Race Director before the start of an event or points will not be awarded for that event.

3. Replacement Driver

Cars being driven by a replacement driver will start at the rear of the field. If the car has accumulated points for qualifying, etc., those points will be lost. (Example: Driver 1 drives in qualifying and heat races and Driver 2 in the Main Event.)

4. Main Event

There will be no driver changes after one lap of the Main Event has been completed.

5. Back-Up Car

You may not change cars during any event after the green flag has been displayed. Drivers switching to a back-up car after qualifying will start at the back of the event. A back-up car would be a different car with the same number.

E. SPEEDING IN THE PITS

1. Fines

A $25 minimum fine will be levied for excess speed in the pits for the first offense. A $100 fine will be levied for the second and each subsequent infraction during the same season.

F. FLAGS

All drivers shall be responsible for being aware of flags as represented by officials during the racing event.

1. Green

Green indicates the start of an event. Any car taking the first green will be considered officially started and will be scored accordingly.

a. One Lap to Green

The starter will hold up one finger to indicate the green flag will be displayed on the next lap. The green flag will always come out after the one lap signal. No scrubbing tires after one lap to green. If the start is not to the satisfaction of the Starter the yellow will be displayed immediately. If there are two false starts the Starter or Race Director may send one or both of the front cars to the back.

2. Yellow

Yellow flag means caution. There will be NO racing to the yellow flag. Cars will maintain position and will not pass. The driver of the lead car will hold the pace the Starter wants, and the rest of the field will form a single line behind the lead car. Passing under the yellow flag is permitted only by permission of the Starter after instructions have been received from the Race Director and/or tower. Unauthorized passing while the yellow flag is displayed will result in loss of position.

3. Red

The red flag means stop. Drivers will bring their cars to a safe, controlled stop as soon as possible. Cars will then be pushed by hand or other means to a staging area to be backed down and prepared to continue the event.

a. Refueling

No refueling on the track. All refueling must be accomplished in the pit area, unless otherwise designated. Driver must be out of the car when refueling. Fueling with the driver in the car will result in $100 fine and/or back-of-pack start.

b. Crew Members

Four crewmembers per car will be allowed on the track under a red flag for the purpose of backing down cars and preparing to resume race. These crewmembers may make adjustments with hand tools only.

4. Black

Black flag means pull off the racecourse using due caution IMMEDIATELY. The car will not be scored if it does not stop after the second lap. A ruffled black flag will indicate a warning for a first offense, second ruffled flag driver will lose one position, third offense will be a black flag and driver will be directed to leave the track.

5. Blue/Yellow

This is the passing flag for cars to be lapped. Cars being passed should hold their line. If, in the judgment of SPEED TOUR officials, a driver is not complying with this flag, that driver may be black flagged, fined, suspended or otherwise penalized by SPEED TOUR.

6. **White**
   The white flag indicates the start of last lap of event.
7. **Checkered**
   Checkered flag indicates the end of the event. Cars must finish under their own power.

NOTE: ANYONE FAILING TO COMPLY WITH ANY FLAG WILL NOT RECEIVE ANY POINTS OR MONEY FOR THE EVENT.

G. PRACTICE LAPS

1. **General Safety**
   No car can be fired until the driver is attired as specified in Section VI-A, and having a staffed ambulance, wrecker, and push truck available officially opens the track.
2. **Permission**
   All cars accessing the track must have permission of the Pit Steward.
3. **Number of Cars**
   The number of cars allowed on the track and the number of laps in each session will be determined by the Race Director, Pit Steward, and track personnel.

H. QUALIFYING

1. **Position**
   Qualifying position will be inverted off of the second practice session. Failing to qualify in order means only one qualifying lap will be allowed at Race Directors discretion.
2. **Number of Laps**
   One or two warm-up laps will be allowed on any qualifying attempt. Drivers will be given the one-to-green signal the second time by the flag stand. A failure to complete either of the two qualifying laps will mean loss of the lap. A driver attempting to qualify a second car will forfeit his/her first qualifying time. Number of tires marked will be announced at the pit meeting and marked prior to qualifying. Once a car is qualified and a backup car replaces it, that backup car will start all events at the rear. At the discretion of the Pit Steward, additional lap(s) may be given. If the car does not qualify it will be allowed to start at the back of the heat and back of the slow main event.

I. LINE-UP

1. **Vacancies**
   In the event that a car drops out of the starting field of a race that row moves up.

2. **Call Out**
   Drivers not meeting their call-out for line-up for any race procedure may start at the back of the field. Final decision on line-up is per the Race Director and is not protest able.

4. **B Main Event**

Should more than 24 cars be present, the top 20 cars from qualifying after the heat races will be locked into the A Main. Cars 21st and lower will be lined up for the B Main in order of qualifying. Start of the B-main will be straight up (fastest on the pole). The top 4 finishers in the B main will transfer to the A and fill the last 4 positions in the order they finished the B main.

5. A Main Event

The field will be aligned by qualifying results. The invert will be based on a card draw, as long as you are within 1 second of the fast qualifier. The Race Director has the authority to adjust the invert based on practice speeds. In the event that there are cars off the pace they will be moved to the rear. Off the pace **is defined at being more than 1 second slower than the 4th fastest qualifier**.

K. POINTS

1. Qualifying

Qualifying points are applied toward season championship. Fastest qualifier will receive 12 points with remaining points as follows:

Position	Points	Position	Point
1st	**12**	7th	**6**
2nd	**11**	8th	**5**
3rd	**10**	9th	**4**
4th	**9**	10th	**3**
5th	**8**	11th	**2**
6th	**7**	12th	**1**

2. Heat Race Points

All heats will use the same points scale based on finish position.

Positio	Point	Positio	Point
1st	**12**	6th	**7**
2nd	**11**	7th	**6**
3rd	**10**	8th	**5**
4th	**9**	9th	**4**
5th	**8**	10th	**3**

3. A Main finish

Main event winner will receive 50 points with remaining points as follows:

Pos	Points	Pos	Points	Pos	Points
1st	**50**	11t	**20**	21s	**11**
2nd	**47**	12t	**17**	22n	**11**
3rd	**44**	13t	**14**	23r	**11**
4th	**41**	14t	**11**	24t	**11**
5th	**38**	15t	**11**	25t	**11**
6th	**35**	16t	**11**		
7th	**32**	17t	**11**		
8th	**29**	18t	**11**		
9th	**26**	19t	**11**		
10th	**23**	20t	**11**		

L. THE START

1. Pre-event Warm Ups

After entering the track in preparation for the start of any competitive racing event, each driver shall position his car within the field in single file in the correct starting order, when all cars are on the track, and in the correct starting order, the starter will signal for warm-up laps to begin. Drivers shall maintain their correct positions during warm-up laps (no passing). When warm-up laps have been completed, the starter shall signal for the cars to be positioned in

their correct 2-row starting order. On initial starts NO car may pass a car in front of them until they have passed the start / finish line.

2. Entering the Track

Car(s) not in the starting field at the start of an event (original green flag lap) may enter the event at a later time (during a yellow or red flag period). Cars entering the event in this manner will be ranked in the finishing order on the basis of the number of laps completed. In the event of a tie on laps completed, the car that completed the number first shall be scored as finishing first.

3. Setting the Pace

The front row sets a consistent pace on initial starts. On Restarts the leader sets a consistent pace coming to the green. Any car failing to comply will be directed to go to the rear of the field. The starter and or Race Director will make this decision.

4. Jumping the flag

Anyone pulling out of line or jumping the start before the leader takes off may be sent to the rear of the field at the discretion of the Race director. NOTE: the starter or Race Director at the pit meeting will define the starting area on the track.

M. RESTARTS

1. Heat Race Restarts

Cars will be in single file for any restart that occurs after completion of the first lap of the event. Lapped cars are required to take their correct positions immediately behind the car that was in front of them on completion of the last green flag lap.

2. Main event restarts

Cars will be in single file for any restart that occurs after completion of the first lap of the event. Lapped cars are required to take their correct positions immediately behind the car that was in front of them on completion of the last green flag lap.

3. One Lap to go

A green flag per normal procedure will restart any race event that has only one lap left. A white flag will appear on the next lap and a checkered flag on the following lap. It is recognized that an extra lap has been added to the event in such a case.

4. Line Up

The restart lineup shall be in accord with the car positions as of the completion of the previous green flag lap except that any car(s) involved in an accident, or causing the yellow to be displayed shall start at the rear of the field upon resuming the race. If you stop and were not involved in the yellow you may get your position back at the discretion of the Officials.

5. Yellow flag

Any car that brings a yellow flag before the field shall restart the event at the rear of the field.

6. Leaving the Track

Any car leaving the track to enter the pit area during a yellow or red flag period will not lose any laps if the car returns to the track prior to the "one lap to go" signal from the starter. But it must then start at the rear of the field.

EXCEPTION: If a car has been flagged into the pits for a suspected unsafe condition that has then been deemed safe without any work having been done to the car it will then be allowed to retain its racing position upon restart of the race.

7. Re-Entering the Track

Any car that is not on the track prior to the "one lap to go" signal must wait in the pit area until the next restart and will lose those laps that are run under the green flag.

8. Restart Line

The tracks restart line will be designated in the drivers meeting. The race restarts when the leader reaches the restart line. No passing until the leader takes off or the green flag is displayed and no passing on the inside until past the start / finish line.

9. Entering the Track

Car(s) not in the starting field at the start of an event (original green flag lap) may enter the event at a later time (during a yellow or red flag period). Cars entering the event in this manner will be ranked in the finishing order on the basis of the number of laps completed. In the event of a tie on laps completed, the car that completed the number first shall be scored as finishing first.

10. 2 Minute Rule

Cars entering the pits under caution will be given 2 minutes (time permitting) from the time they reach their pit stall **IF** they were involved in an accident or have a flat. This 2-minute rule is at the discretionary of the race track. If Speed Tour officials are told there isn't time in the program, then this rule will not be applied.

N. RACE COMPLETION

1. Race Completion

The race is completed when: (a) the scheduled number of racing laps have been completed, or (b) more than 50% of the scheduled laps have been completed and the race is terminated and cannot be restarted. Main events terminated prior to completion of 50% of the scheduled laps shall be considered incomplete (see I-D, Cancellation of Program).

2. Final Standings

Final standings will be determined by the sequence in which the cars completed the event. Cars not completing the event will be ranked in order by total laps completed and sequence of completion.

3. Ruling a Race complete at Red Flag

If a race is stopped by the use of the red flag and is ruled complete, final standings will be determined by ranking all cars in order by total laps completed and sequence of completion through the last official race lap with the exception that cars causing the stoppage will be put at the back of the field. Finishing order will be the same as the lineup if the race had restarted.

4. Indecision of the Scorers

In the event the scorers are unable to conclusively determine any difference in physical sequence of two or more cars, SPEED TOUR officials are empowered to declare a tie for the positions involved. The officials' decision as to whether to declare a tie is not up for protest.

O. PROTESTS

1. Who may Protest

Any driver or car owner competing in the program may protest any finishing position as determined by the lap scorers, by contacting the Race Director within 30 minutes of posting of the finish. In the case of a protest, the positions involved will not be paid until the protest has been settled.

2. Decisions

If a protest cannot be decided in a reasonable time frame following the event it will be decided by the SPEED TOUR within 72 hours after completion of the protested event.

NOTE: Excepting 1 and 2 above, all officials' decisions are final and are NOT protestable.

P. FINES AND SUSPENSIONS

1. Participating

All fines and/or suspensions must be satisfied before competing in subsequent events.

VI. SAFETY

A. DRIVERS AND EQUIPMENT

1. Helmets and Neck restraints

Snell SA2015 or SA2020 helmet and head and neck restraints that meet SFI 38.1 recommended.

2. Seat

Aluminum or carbon fiber seats are mandatory. The seating system should provide a lateral support on both sides. The seat bottom must be mounted on the centerline of the chassis. It is absolutely necessary to provide a kick-up (roll-up) forward to the buttocks sufficient height and strength to prevent forward movement and/or rotation of the torso under the seat belt. It is mandatory that all cars have a headrest of high impact, shock-absorbing material behind the driver's head with a thickness of one (1) inch. Seats with built-in headrests must also comply with this requirement. Adequate padding must be used under the buttocks to absorb impact.

3. Seat Belts

The use of an approved seat belt with a latch/lever release mechanism is highly recommended. Both the fastening design and condition of the belts in use shall not exceed three (3) years and must have the manufacturer stamp date.

Belts must also meet the requirements of SFI Specification 16.1 or 16.5

Seat belts must be worn as tight as possible and in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spine. Under no condition may it be worn over the area of the intestines and abdomen. Seat belts must come through the seat at the bottom of each side wrapping and holding the pelvic area over the greatest possible area. At any point where the belt passes through the sides of the seat, the seat edges must be rolled and or have grommets to prevent chaffing or cutting of the belt material. Seat belts must be five- or six-point (crotch) belts connected to main belt quick release mechanism and securely attached to the chassis are mandatory.

4. **Shoulder Harness and Restraints**

A competition shoulder harness, at least (3) inches wide is required. EXCEPTION: HANS device shoulder straps may be of industry standard width. No OEM factory type belts or straps will be allowed. Metal to Metal buckles are required on the shoulder harness and lap belt. Roll bar padding of all bars within reach of the driver is necessary. Approved neck brace is mandatory if not using Commercially produced Head and Neck Restraint. Commercially produced neck and head restraint is highly recommended. The use of double over the shoulder straps is mandatory. Both the fastening design and condition of the straps are subject to the inspection of the technical committee.
Life of the shoulder straps in use shall not exceed three (3) years and must have the manufacturer stamp date. Shoulder harness must also meet the requirements of SFI Specification 16.1 or 16.5

Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver's head and neck: At points of attachment, they should be four (4) to six (6) inches apart. They should be attached in a line approximately 90 degrees to the seat back and be approximately level with the top of the driver's shoulders.

Where the straps pass through the seat or body structure of the car, the edges must be rolled or have grommets to prevent chaffing or cutting of the strap material.
Shoulder straps must be secured behind the driver s shoulders so that they are prevented from sliding sideways more than one (1) inch in either direction. Two belts joining in a "Y" behind the neck to form one strap may not be used. The shoulder harness should be worn as tight as possible.

5. **Uniform**

All drivers are recommended to wear fire-resistant, race-type uniform covering the full arm and leg area. Nomex, fire-retardant socks, and racing shoes or leather boots covering the ankle, fire-retardant gloves, underwear and head hood are recommended. Three (3) layered Nomex (or equivalent) fire-retardant uniform meeting SFI 3-2A/5 is recommended or a two (2) Layered outer suit over Nomex (or equivalent) underwear. **NOTE:** Any driver found in non-compliance will be restricted from competing until properly attired.

6. **Arm Restraints**

Arm restraints are recommended and should be worn at all times during competition.

7. **Roll Cage Nets**

Roll cage nets are recommended on both sides of the car. All roll cage nets should be fitted with a functional quick-release opening mechanism. The life of the roll cage net

shall not exceed two (3) years. Caution should be used when positioning the restraining nets to be certain that the driver's head cannot get under the net in case of an accident. Roll cage nets are not required with full containment seats.

8. **Roll Cage Padding**

9. All chassis protrusions roll cage tubes and roll bars in close proximity to the driver's helmet must be padded with a securely attached, high-impact material. **No Mirrors**

The use of mirrors or rear-view mirrors is prohibited.

10. **Wings**

All front wings must be no wider than the outer edge of the front tires. The top wing must be no wider than the outer edge of the rear tires.

B. PHYSICAL CONDITION

1. **Drug Screen/Physical Exam**

   Drivers must have a physical, drug screen and/or eye examination when requested by SPEED TOUR Officials. The results are to be reviewed by SPEED TOUR prior to entering any SPEED TOUR event.

2. **Dentures**

   For safety reasons drivers should remove dentures before starting any event.

3. **Contact Lenses**

   Corrective lenses worn by drivers must be of a safety type glass.
   NOTE: Contact lenses are not advised, due to dust and foreign material in the air.

C. TRACK SAFETY

1. **Emergency Equipment**

   Always make a mental note of where the ambulance, fire extinguishers, and exits are located at any track.

2. **Running onto the Speedway**

   Running onto the speedway during a race or immediately after the flag has ended an event is strictly prohibited and is subject to fine or suspension.

3. **In Case of Accident**

   In case of an accident on the track, any appointed safety crew, medical personnel and one crew member with each car involved will be allowed on the track.

4. **Responsibility**

   Car owners are responsible for their crew.

5. **Fire Extinguishers**

   Each racecar crew shall be equipped with a 5lb. or larger, fully charged dry chemical fire extinguisher in the pits at every race. The fire extinguisher must be in plain view and readily accessible. Penalty of $25 will be assessed for each infraction if not complied with.

6. **On Board Fire System**

   It is recommended that each car has a built-in operable fire extinguishing equipment with content of 2.5lbs. The container should be located inside the car and within the wheelbase, but it should not be of the dry chemical type

7. **Push Trucks**

   All push trucks will be kept off the track until designated by the Pit Steward.

8. **Clearing the Track**

   Before any car is pushed off the track is to be cleared of all persons.

D. EXITING THE CAR

1. Exiting Unassisted

Drivers must be able to get out of their cars unassisted regarding car design.

H. EXHAUST SYSTEM

1. General

The angle of exhaust shall be parallel with the ground and must deflect the exhaust and heat so that it will be diverted from cars and drivers following.

2. Muffler

A muffling device will be required. All cars must meet local speedway DBA requirements. **Track will notify cars that are too loud**.

I. MISCELLANEOUS

1. Ignition

All cars must be equipped with an ignition switch located within easy reach of the driver and clearly marked "on" and "off'.

2. Radios

Two-way radios are not allowed. One way race official communication is mandatory. Receiver may be purchased for $120 (subject to cost change) or rent for $20. After the third time renting, purchase is mandatory. Rental fee is nonrefundable and applied to the maintenance of the equipment.

3. Throttle

Throttle toe straps are mandatory. In addition, a minimum of three (3) return springs must be connected to different locations on the throttle system. One spring must be on the butterfly shaft. If the throttle mechanism is the cable type, the cables must be encased to insure push-pull action. The throttle pedal must have a wide-open pedal stop.

4. Violations

Proof of any willful violation of Race Procedures will result in loss of points and money for that program.

5. Non-Conformance

Non-conforming vehicles may be allowed to compete on a race-by-race basis at the discretion of the Technical Committee with approval of the Race Director. However, if correctable at the track with equipment on hand before the event, the vehicle will be made to conform.

6. Belly Pans.

The floor belly pan must not extend past the frame rails of the car and must be flat from side to side. Horizonal panels may not extend below the plane/belly pan of the car. The belly pan must not extend beyond the frame rails of the car other than a flat belly pan under the engine. All belly pans shall be flat with the frame rails of the car.

7. Cockpit

Right side drivers panel may not extent past the roll cage in any direction and the opening of the panel must not be smaller than 190 Square inches for drivers vision

VIII. GENERAL RACE PROCEDURES

1. Single file restarts after one completed green flag lap and lapped cars stay in their position. You can not pass on the inside before the start / finish line on single file restarts.
2. Mains – All races will roll from the pits unless otherwise notified. Single file restarts after one completed green flag lap and lapped cars stay in their position. The first car one or more laps down will receive the lucky dog and will gain one lap and will restart at the rear of the field. You cannot pass on the inside before the start / finish line on single file restarts.
3. Starts/Restarts – Cones/lines will be determined at the pit meeting. Initial starts, the front row will start the race in the designated area once the green flag is displayed. Restarts, the leader can start the race once in the "designated" area. Second must wait for the leader or the green flag. Once the green is displayed the entire track is green.
4. Warm up procedure - all cars push off and line up single file in starting order for all race events. Once lineup is correct starter will motion for warm up laps. All warm up laps are single file with no passing. The starter will throw the yellow and motion for the field to form 2 rows.
5. Starter will show 1 to green and the green will always come out the next lap regardless of situation unless there is a safety hazard preventing it. If there was an issue the caution will be brought out on the backstretch.
6. No scrubbing tires on the 1 to green lap.
7. If there are 2 false starts, one or both of the front row cars will be sent to the rear of the field.
8. If you spin, don't try to 360 and keep going, just stop. We will go yellow & you will go to the back.
9. Red flag – 4 people per car, hand tools only, must have get approval from officials before entering.
10. All refueling in the pits or on the track will be done with the driver out of the car & you must have a fire extinguisher or bucket of water present - $100.00 fine for non-compliance.
11. Raceceivers are REQUIRED Every driver must be able to hear the Officials or will not be allowed on the track.

Drivers, owners, and crew members please conduct yourselves as the Professionals we are and know that the drivers are held accountable for the actions of their crews.

Purse

1st. $10,000.00
2nd. $3,000.00
3rd. $2,500.00
4th. $2,250.00
5th. $2,000.00
6th. $1,750.00
7th. $1,500.00
8th. $1,200.00
9th. $1,200.00
10th. $1,200.00
11th. $1,200.00
12th. $1,200.00
13th. $1,200.00
14th. $1,200.00
15th. $1,200.00
16th. $1,200.00
17th. $1,200.00
18th. $1,200.00
19th. $1,200.00
20th. $1,200.00
21st. $1,200.00
22nd. $1,200.00
23rd. $1,200.00
24th. $1,200.00
25th. $1,200.00
26th. $1,200.00