

2023 New London-Waterford Speedbowl General Track Rules

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1.0 Preface

Car Owners, Car Drivers, Crew Members, Fans, New London-Waterford Speedbowl Employees and Vendors: Upon entry into the New London-Waterford Speedbowl facility, you agree to be knowledgeable and bound by the contents found in these General Rules and any Divisional Rules which may apply to you. It is the member's sole responsibility to have knowledge of any and all New London-Waterford Speedbowl rules and directives at all times, when participating in or attending any New London-Waterford Speedbowl events.

The New London-Waterford Speedbowl Rules are designed to provide for the orderly conduct of stock car racing and entertainment events and to reduce the always-present risk of injury to both participants and spectators during such events. A New London-Waterford Speedbowl Event is a competitive sports or entertainment event, which is intended to be conducted and officiated in accordance with the New London-Waterford Speedbowl Rules. It is ultimately the obligation of each participant to ensure that their conduct and equipment comply with all applicable New London-Waterford Speedbowl Rules, as they may be amended from time to time. No express or implied warranty of safety shall result from publication of, or compliance with, these Rules. They are intended as a guide for the conduct of said Events, and are in no way a guarantee against injury or death to participants, spectators, or all others.

These rules supersede any similar rules and are in effect for all events unless otherwise posted and/or announced.

1.1 Higher Authority

The rules found herein are intended to be the only regulations governing Events at the New London-Waterford Speedbowl. However, should a governmental agency, such as the Connecticut Motor Vehicle Department or any other local, state or federal body, currently have or issue in the future any lawfully instituted standards which are contrary to those found herein, then those standards will prevail. If the New London-Waterford Speedbowl Rules are found to be in part illegal in the eyes of such a governmental body, only that area(s) of the New London-Waterford Speedbowl Rules found substandard will be void and the rest of the New London-Waterford Speedbowl Rules will remain in full force and be applicable.

1.2 Effective Date

The New London-Waterford Speedbowl rules are effective upon the date of publication by New London-Waterford Speedbowl, regardless of when a Competitor receives actual notice. "Date of Publication" is the earliest posting on the New London-Waterford Speedbowl Website. These rules supersede any similar rules and are in effect for all events unless otherwise posted and/or announced. The New London-Waterford Speedbowl Officials may amend this policy at their discretion.

1.3 Amendments

The New London-Waterford Speedbowl rules may only be amended by an authorized officer or official of the New London-Waterford Speedbowl. Amendments will be posted on the New London-Waterford Speedbowl website (www.speedbowlct.com). Amendments are effective upon the date of posting on the NLWS website.

1.4 Applicability

The New London-Waterford Speedbowl rules are applicable to all events run at the "New London-Waterford Speedbowl", 1080 Hartford Turnpike, Waterford, CT. 06385, that are under the supervision or promotion of New London-Waterford Speedbowl Management and Officials. Any events not under New London-Waterford Speedbowl supervision will be clearly stated as such and subject to the rules of whatever non-New London-Waterford Speedbowl entity is managing that event relating to on-track racing activity.

1.5 Private Property

The New London-Waterford Speedbowl is private property. Any person on the property without the permission of New London-Waterford Speedbowl owners or management is guilty of trespass and subject to the penalties prescribed by law. Through your license and registration, you have been given the permission to be on this property, only in conjunction with racing activities. However, the Administration of The New London-Waterford Speedbowl reserves the right to revoke and cancel this permission at any time it is felt that your presence or conduct is not in the best interests of the sport of auto racing, your fellow competitors, the fans, the management and the employees of The New London-Waterford Speedbowl. All actions and activities deemed to be detrimental, including but not limited to, the use of verbal and or physical abuse, profanity, or threats against track management, staff, officials, and or employees will not be tolerated and violators will be dealt with accordingly.

2.0 Injury Reports

Any Competitor involved in an accident while on the premises must report all known injuries to a New London-Waterford Speedbowl Official before leaving the premises (if such Member is able to make such a report). If the competitor is unable to report, a crew member or parent/guardian shall make such a report. The appropriate injury report form must be filled out and returned to the New London-Waterford Speedbowl prior to leaving the facility on the day the injury occurred. Any driver who is transported to a hospital must provide the New London-Waterford Speedbowl with written clearance prior to competing in another race event.

3.0 Ownership of Media Rights

All persons agree that all commercial rights to any and all photographs, video tapes, motion pictures, sound recordings, etc. made of any event at the New London-Waterford Speedbowl are owned solely by The New London-Waterford Speedbowl, regardless of what party created such properties. Any sale of such images or recordings, on or off the New London-Waterford Speedbowl premises, is strictly prohibited except by the New London-Waterford Speedbowl, or its officially approved agents. Any such images or recordings created by non-approved agents will be solely for their individual and noncommercial use.

4.0 Conduct

All competitors, car owners, crew members, sponsors, track officials, etc. are required to conduct themselves in a respectful and humane manner. This includes, but is not limited to any New London-Waterford Speedbowl functions (race track, car shows, banquet, etc.) or in media, broadcasts, or any like forms. The criteria in which this relates to but is not limited to includes:

- A. Disparaging comments as it relates to a person's race, nationality, age, sex, religion, ect.
- B. Aggressive behavior, destruction of personal property, and/or physicality towards any track officials, members, sponsors and/or fans.

Each Owner and/or Driver will be liable for the actions of their team members on the property of the New London-Waterford Speedbowl and/or at the location of any New London-Waterford Speedbowl functions. Violations of this directive may result in suspensions, loss of points, loss of money, etc.

4.1 Social Media Conduct

All complaints and concerns are to be shared directly with management and officials, not in a public manner via social media. Any person who intentionally or maliciously disregards, manipulates, intimidates, threatens or otherwise harasses track officials, competitors or team members via social media posting, private messages, text messages or in any way electronically that degrades the New London-Waterford Speedbowl, management, or officials will be subject to team disqualification, fine, suspension, and/or other actions determined by track management.

5.0 Car Owner/Driver Licensing & Registration

- A. All car owners, drivers, and car numbers must be registered with the New London-Waterford Speedbowl.
- B. Car owners and drivers are required to have the proper licensing for competition in a NLWS division. Entry to any NLWS event without the proper licensing will result in loss of points and/or money. Adhering to all owner licensing rules are the sole responsibility of the car owner. Car owners and drivers are subject to all applicable rules and agreements found in the New London-Waterford Speedbowl Divisional Rules and General Rules.
- C. Drivers are solely responsible for the actions of their team owners, pit crew personnel, and associated team members at all times.

5.1 Car Number Registration

- A. The deadline for car number renewal used during the previous season is February 1st. If registration form and fee are not received at the New London-Waterford Speedbowl

office by the renewal date, the car number will no longer be reserved and will become available for claim.

- B. If a car number is registered in the previous season but the team did not attempt to qualify for an event, the renewal rights for that car number will be forfeited.
- C. After the registration deadline, car number assignments are made on the availability of numbers at the time applied.
- D. One duplicate number is allowed but must include a trailing identifier (ex: "X", "CT", etc). 3 or more digit numbers are not permitted.
- E. The New London-Waterford Speedbowl Management reserves the right to assign numbers at their discretion.

6.0 Competition Eligibility

Drivers may compete in additional divisions a maximum of 4 times throughout the 2023 season. All additional competition must be approved by New London-Waterford Speedbowl Management. See below chart.

Points Earning Division	Additional Division to compete in							
	X-Car	Super X-Car	Mini Stocks	Street Stocks	Trucks	SK Lights	Late Models	SK Mods
X-Car		Max 4 races	Max 4 races	Max 4 races	Max 4 races	Max 4 races	Max 4 races	Max 4 races
Super X-Car	NO		Max 4 races	Max 4 races	Max 4 races	Max 4 races	Max 4 races	Max 4 races
Mini Stocks	NO	NO		Max 4 races	Max 4 races	Max 4 races	Max 4 races	Max 4 races
Street Stocks	NO	NO	NO		UNLIMITED	Max 4 races	Max 4 races	Max 4 races
Trucks	NO	NO	NO	UNLIMITED		Max 4 races	Max 4 races	Max 4 races
SK Lights	NO	NO	NO	NO	NO		Max 4 races	Max 4 races
Late Models	NO	NO	NO	NO	NO	Max 4 races		UNLIMITED
SK Mods	NO	NO	NO	NO	NO	NO	UNLIMITED	

7.0 Rookie Status

- A. Drivers must apply for rookie status to be officially listed and considered a rookie in their division. This will be noted on the Registration Form.
- B. The current year Registration Form must be filled out completely, handed in to the Chief Handicapper, and approved by the Race Director before the scheduled date for the 5th event of the season.
- C. To be considered a rookie, the driver must not have competed in more than five (5) feature events in their division or any higher division. A higher division distinction is at the discretion of the Race Director. Drivers with racing experience from other racetracks or touring divisions may not be approved.
- D. Eligibility as a rookie is at the sole discretion of the NLWS Officials.
- E. All cars driven by rookies must have a yellow stripe on the rear bumper unless otherwise approved by the Race Director.

- F. Rookie drivers may not have another driver qualify a car for them.
- G. Any rookie driver may be required to start their first 4 feature events from the rear of the Handicap Tier or the rear of the field. This is at the discretion of the Race Director or designee.

8.0 Appearance

- A. Competitors are expected to field a well maintained and professional appearing car at all times. At their discretion, New London-Waterford Speedbowl Officials may instruct competitors to change or improve appearance during the season.
- B. Car numbers and identifiers must be paint or vinyl decals, and must be in high contrast to the car's body color. The use of "ghost" numbers is not permitted. Cars may not use "tape" or other temporary materials for numbers for more than 2 weeks. The New London-Waterford Speedbowl officials may use their discretion in requesting color changes due to poor visibility.
- C. Numbers (approved and registered by the track) must be a minimum of 18" in height and be placed on both front doors and on the roof, facing the grandstands and scoring tower. Duplicate numbers must have a minimum 6" tall trailing identifier located at the top of the car number (ex: "X", "CT", etc). A minimum 3" tall number must be placed on the top passenger side corner of the windshield and on the passenger side of the taillight panel.
- D. The driver's name should be on the grandstand side of the roof in 3" tall letters.
- E. The New London-Waterford Speedbowl officials reserve the right to assign, approve or disapprove of any advertising, sponsorship or similar agreement in connection with any competitor, car, or event. Any lettering/decals/signs that are not approved must be removed when directed to do so.

8.1 Contingencies

Contingency sponsors and their decals are a valuable part of the New London-Waterford Speedbowl program. Each division will be notified as to which decals must be displayed and their required locations. Failure to apply the required decals may remove one's eligibility for points awarded and/or monetary awards at a given event. Contingency decals are required at all events unless dictated otherwise. New London-Waterford Speedbowl reserves the right to withhold purse/checks and/or points until a race car is in compliance.

9.0 Safety

Competitors are solely and directly responsible for the safety of their race cars and all associated equipment and are obligated to perform their duties (whether as a car owner, driver, or pit crew member) in a manner designed to minimize the risk of injury to themselves and to others. The New London-Waterford Speedbowl Officials may use their discretion relating to the usable condition of all competitors' safety equipment.

9.1 Safety Equipment

9.1.1 Racing Seats

- A. Each car must be equipped with a commercially manufactured oval track racing seat. No homemade or fiberglass seats allowed. All seats are required to have commercially

manufactured, padded head supports, shoulder supports, and leg supports (2 of each). The 6 supports must be installed in accordance with the directions provided by the supplier and/or manufacturer.

- B. The seat must be securely and professionally mounted to the roll cage utilizing minimum 3/8" diameter Grade 8 bolts, washers, and locknuts.
- C. Seat installation must be acceptable to track officials.

9.1.2 Seat Belts

- A. Each car must be equipped with an SFI rated and approved 5 or 6-point seat belt system. The belt latching mechanism must provide a common connection and release for the lap belts, shoulder belts, and the anti-submarine (crotch) belt(s).
- B. Date stamps must be visible and must indicate that all belts are no more than 3 years old, from the date of manufacture.
- C. The seat belts must be installed in accordance with the directions provided by the belt supplier and/or manufacturer.
- D. The belts must be bolted to the roll cage/frame using the appropriate minimum diameter Grade 8 bolts, washers, and locknuts.
- E. Where the shoulder harness lays across the driver's shoulders, it must pass over a bar located at shoulder height and the belts must pass through the seat's cut-out without contact.

9.1.3 Window Nets

- A. An SFI rated nylon window net is required on all cars. The window net must be rib type, made from 3/4" or 1" wide nylon material with a minimum 1" and a maximum of 2-1/4" square opening between the ribs. The minimum window net size is approximately 22" wide by 16" high.
- B. Date stamps must be visible and must indicate that the net is no more than 3 years old from the date of manufacture.
- C. All window net mounts must be a minimum 1/2" diameter solid steel rod on the bottom and a minimum 1" wide by 3/16" thick flat steel bar, or a minimum 1/2" diameter solid steel round bar on the top, with mounts welded to the roll cage.
- D. The window net must be installed in the left side door window opening and be positioned to cover the driver. The window net, when in the closed position, must fit tight and be secured with a lever-type quick release latch acceptable to track officials.
- E. The lever must be secured by a detent ball in the lever and may be supplemented by a Velcro® fastener only, pins or clips will not be permitted. The latch must mount at the top in the front to the roof bar and release from the inside.

9.1.4 Fire Safety Systems

- A. Each car must have an approved fire extinguisher or fire bottle type suppression system installed.
- B. All extinguishers and systems must be securely and mechanically fastened, and be fully functional and operational.

- C. The fire extinguisher or system must be of an approved class of 1301 Halon or equivalent.

9.2 Safety Gear

9.2.1 Fire Suits

- A. Each driver must wear an SFI rated and approved fire suit, along with SFI rated undergarments including top, bottom, and socks.
- B. All fire suits and safety equipment must be kept neat and clean. Any fire suits or safety equipment not considered appropriate will require cleaning or replacement.

9.2.2 Helmets

SA2005, SA2010, SA2015 or SA2020 rated full-face helmets are mandatory for all motor vehicle events. A face shield or other acceptable eye protection must be worn at all times during any event.

9.2.3 Head and Neck Restraint System

All competitors will be required to have an SFI rated and approved Head and Neck Restraint System.

9.2.4 Gloves and Shoes

SFI rated and approved fire retardant racing gloves and shoes are mandatory.

9.3 Roll Cage

Chassis and roll cage figures are shown in section 19.0.

- A. 1-3/4" diameter x .095 wall HREW or DOM steel tubing is mandatory for all roll cage bars described herein. The following bars are the minimum required bars for the basic roll cage. All roll cage joints must be suitably and appropriately welded by competent craftsmen, and all roll cages must be approved by New London-Waterford Speedbowl officials. New London-Waterford Speedbowl officials have the right to perform an inspection of any tubing by drilling into the tubing to determine if it meets the minimum thickness as outlined in the rules.
- B. All cars are required to have the basic roll cage configuration as shown in diagram #5. The main roll bar hoop (#1 in diagram #5) must be welded on the top of both right and left frame rails, then come upward above the driver's head and across the inside roof panel. The main roll bar hoop (#1) must also be braced with one diagonal bar (#5) and two horizontal bars (#6) and (#7). The diagonal bar must begin at the upper left behind the driver's head and end at the lower right of the main roll bar hoop. The horizontal bars (#6 and #7) must be welded inside the main roll bar (#1) with the upper bar (#7) at the seat shoulder height (typically 21" off the top of the frame) and the lower bar (#6) just above the drive shaft tunnel. Extending forward at the outer edges of the roof panel, from the main cage is the roof halo bar (#3). The roof halo bar must follow the contour of the windshield across the front and be within four inches of the top of the windshield. The roof halo bar must also have a bar (#4) welded from the main roll bar hoop to the roof halo bar on the car's centerline. The front roll bar legs (#2 A & B) must be welded to

the roof halo bar near the upper corners of the windshield, then extend down along the "A" posts to the cowl, then straight down to the top of the frame side rails. An additional dash bar (#8) must be welded (at the same height as bar #7) beneath the dash, across the two front roll bar legs (#2 A & B). Rear support bars (#13 A & B) must be welded to the main roll bar hoop (#1) at the top and extend to the rear of the frame in the trunk compartment. The rear support bars (#13 A & B) must be connected with a bar (#14) that adds extra protection to the trunk area in addition to being welded to the rear support bars (#13 A & B). Bar (#14) must have a minimum of three vertical supports (#15 in diagram #5) connecting it to the rear frame cross member. The main roll cage bar (#1) and the front roll bar legs (#2 A & B) must be connected with four horizontal door bars (#9 A & B) on both left and right sides. The top door bar on each side must have a vertical vent window bar (#10 A & B) welded upward and connecting to the front roll bar legs (#2 A & B). An optional vertical bar may extend from the roof hoop bar radius outward and turn down to the top horizontal door bar on the driver's side. This bar should be located in line with the driver. The door bars must be convex in shape and spaced evenly from top to bottom. The top door bar must be welded in at the same height as bar #7 and bar #8. The door bars must be the same length and have an equal amount of convex in both the right and left sides. The door bars must have six vertical studs per side (not numbered but shown in the left side view diagram #3) equally spaced. Two angular studs (#11 A & B) must be attached from next to the bottom door bar to the frame rail. Right side door bars must be similar to the right side bars in construction and spacing. A roof support bar (#12) must also extend from the right front corner of the roof halo bar down to the transmission cross member or back to the center of the shoulder bar (#7). All joints must be gusseted.

- C. All roll bars within the driver's reach must be padded with SFI rated roll cage padding.
- D. SK Modifieds®, Late Models, Street Stocks, Mini Stocks, SK Lights, Trucks, Super X Cars, and X Cars are required to have the following door bar anti-intrusion plates installed: A magnetic steel anti-intrusion plate made from a minimum thickness of .080 must be securely welded to the outside of the left side door bars. The anti-intrusion plate(s) must fill the area between the horizontal centerlines of the top and bottom door bars, and vertical centerlines of the main roll bar, and the left front roll bar leg. The plate(s) must be formed to match the curvature of the door bars. Individual plates, if used, should be made as large as possible. All plate(s) must have the corners fastened / welded. To facilitate emergency removal of the left side door bars, the anti-intrusion plate(s) must have six (6), 2-1/8 inch diameter holes cut in the anti-intrusion plate, with three (3) holes forward of the front vertical supports and three (3) holes rearward of the rear vertical supports in the following locations: The upper two (2) holes must be centered vertically between the left side door bars, at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support. The middle two (2) holes must be centered vertically between the left side door bars, at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support. The lower two (2) holes must be centered vertically between the left side door bars, at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support.

- E. All cars must have a foot protection bar acceptable to New London-Waterford Speedbowl officials installed on the left side of the roll cage. The foot protection bar must be located at or in front of the pedal assembly, when viewed from the side and above. The foot protection bar must be completely welded to the left front roll bar leg and extend forward and be completely welded to the main frame rail or front subframe.

10.0 Pit Area/Spotters Area Rules

- A. No pets of any kind are allowed in the pit area or infield during any events, unless approved by NLWS Management.
- B. Alcoholic beverages and/or narcotics are not allowed in the pit areas or spotters area. Any car owner, driver, or team member who is signed into the pit area that is found drinking or buying alcohol before the conclusion of their team's feature event will be penalized. The only exception to this rule is when the team member or driver has relinquished their pit wristband to the person operating the alcohol concession stand. Under no circumstances will any person in a driver's suit be served alcohol even should they relinquish their pit wristband.
- C. All trucks, trailers, and cars shall be moved and/or parked as directed by New London-Waterford Speedbowl Officials.
- D. Motorized or non-motorized personal transportation (scooters, bikes, etc) are not allowed on New London-Waterford Speedbowl property. The New London-Waterford Speedbowl may grant limited use of such vehicles for handicapped persons and/or other extenuating instances and are subject to prior approval and limitations. All approvals will be in writing from the Owner and/or designee of the New London-Waterford Speedbowl.
- E. Personal vehicles are not permitted in the pit area or infield during any events unless directed to do so by authorized personnel. This includes Employees/Volunteers. All permitted vehicles must display a valid parking pass for the event. Employees/Volunteers will have a designated parking area for all events.
- F. No person shall be permitted to ride on the outside of a race car at any time. Passengers are not permitted in a race car at any time. No persons shall be permitted to ride on the outside of a hauler (truck or trailer) at any time on New London-Waterford Speedbowl property.
- G. Each race team is responsible for protection of the environment. Each team is responsible for the containment, collection, and disposal of environmentally detrimental materials. All materials in possession of the race team must be E.P.A. approved for the specific use and must meet the rule book specifications. Each race team is to have a method for containing and collecting any of these materials which are being purposely drained or accidentally spilled. Each race team must have a minimum of an oil drain pan that can be sealed and a supply of Speedy-Dry or similar oil absorbent. The New London-Waterford Speedbowl will provide a collection facility for these materials however it is the driver's responsibility to monitor and ensure his or her race team deposits any such materials in the collection facility. Failure to properly contain and dispose of any spilled materials may result in penalties.
- H. Fuel can only be transported to and from the track and from the fuel station to pit stall in D.O.T. approved containers.

- I. Antifreeze or unapproved additives of any type are not permitted in the cooling systems of any car competing at the New London-Waterford Speedbowl. Water, distilled water, or "water wetter" brand additives only. Any competitor found to be using any unapproved coolant or additive will be penalized.
- J. Welding may only be done by the track authorized welder and/or his equipment, unless otherwise approved in writing by the Owner or designee of the New London-Waterford Speedbowl.

11.0 Equipment and General Accessories

An electric oil pan heater, or an engine block heater, are the only approved heating devices that may be used. The warming of the transmission, rear end assembly, tires, or any other car components is not allowed. Additionally, cooling or icing of any part of the fuel system is not allowed.

12.0 Spotters

Divisions that utilize a spotter, must have a representative with working radio communication stationed in the assigned spotters area near the scorers tower. This area is located in the top 3 rows of Section 5 of the main grandstands. Spotters are required to have their car number visible on both right and left headset ear cuffs, as well as on the back of their headset. If a car cannot be identified with a corresponding spotter that car may not be scored for that event.

13.0 Electronic Scoring

- A. All NLWS cars must have a scoring transponder assigned and attached to the racecar during every practice, qualifying, and feature event. Transponder information and mounting details are available in each divisional rule book. It is the driver's responsibility to keep the transponder working correctly. A car may not be eligible to compete in a race event without a scoring transponder unless adverse conditions dictate otherwise.
- B. If a car's transponder stops working during an event that car may be asked to pit to try correcting the problem.
- C. Transponder rental information: \$30 fee, \$400 deposit, \$10 for clips.
- D. Race Monitor is not official for scoring purposes. Timing and scoring is not official until reviewed but the Chief Scorer, Chief Handicapper, and Competition or Race Director.

14.0 Starting Position Determination

- A. Any driver who, in the opinion of the Race Director, cannot perform safely at the front of any line-up will be placed in an appropriate starting spot by order of the Race Director.
- B. All drivers must sign in with the Race Handicapper one (1) hour prior to the posted scheduled start time of qualifying. Drivers who are not signed in on time will be placed to the rear of their qualifying race.
- C. For some events, a predetermined number of cars (based upon the current order of point standings) may be considered as prequalified. The car must be signed in with the handicapper within one hour of the posted pit gate opening time in order to be pre-qualified.

- D. If a car drops out of the posted starting line-up before the cars are on the racetrack, all cars will cross over to their new position. If a car drops out of line, on the racetrack while the field is doubled up, the inside or outside row will move up into position based on where the dropped car was aligned in the field.
- E. The New London-Waterford Speedbowl may add cars to the rear of the starting field of any rescheduled race once the starting line-up has been set. Divisions that have a managed tire inventory will be required to run a minimum number of laps, equal to that division's qualifying event. Upon completion of the mandatory laps, the car will be impounded until the feature event and any adjustments will be limited to air pressure and fuel. That car will have to start the feature event on the tires that are impounded with the car.

14.1 Handicapping

- A. Drivers will be handicapped based upon the money won on the base purse for the division, received during the three previous race events held.
- B. Any driver that misses an event will be credited with one and one half wins for handicapping purposes for that event. Disqualified cars (received no money and no points) will be given two wins for handicapping purposes for that event. Cars that have been placed to the rear of the finishing order for a race rules or technical infraction will be given a win for handicapping purposes for that event.
- F. Regardless of handicapped position established by the money won system above, no driver that has won a feature in the current racing season will be posted to start any further forward than fifth (5th) position in the feature event. In the event there are multiple winners that need to be moved back, it will be done so based on the current handicapping order. No driver will advance above a current feature winner unless they have attended 2 of the last 3 events included in the current handicap. If the previous event's feature winner qualifies in the handicap, they will start in the rear of that tier. The exceptions to this would be if an event has a redraw for position, or if any drivers who were slated to start ahead of a feature event winning driver drop out of their assigned starting positions, then all drivers would move up in the lineup possibly resulting in a previous feature event winning driver to start higher than 5th position.
- G. When applicable and in lieu of a draw system when a three-race handicap system cannot be utilized such as Opening Day, the heat or feature lineups will be set based on ~~the competitor's fastest posted lap in the 2nd practice sessions held, or in a group qualifying session. Heat race line-ups will be straight up according to the posted times unless otherwise stated prior to the event. If no time is registered for a car that driver will start behind all cars that registered a time a random draw, either by hand or electronically.~~ If a NLWS division has less than 12 cars signed in for an event, starting position will be determined using a single group qualifying session. Redraws may be used if determined appropriate by the Chief Handicapper and Race Director.
- H. In the event that qualifying needs to be canceled after the event has begun, starting position for feature events will be based off of the current week's handicapping.

14.2 Provisional Starting Positions & Eligibility

- A. Drivers in the SK Modified, SK Lite, Street Stock, Mini Stock, Late Model, Trucks, Legends, Super-X Cars, and X-Cars are eligible for one provisional feature race starting spot per season if they have finished 15th or higher in points the previous race season.
- B. Past Champions in any of those divisions are also granted one additional provisional feature race starting spot per year provided they finished 15th or higher in the previous year's point standings and are actively competing in the division in which they are requesting the provisional spot and they were a past champion in.
- C. If two or more drivers request a provisional starting position for the same feature race, the driver with the highest number of points from the current year will prevail. If all have no points then it will revert back to the previous season's points total.
- D. At the beginning of a new season, the previous season's points will be used to break any ties in eligibility for the first three (3) events of the current season. After the completion of the third event the current season's point standings will be used.
- E. Drivers awarded a provisional starting spot may enter the feature as an additional entrant regardless of whether or not they participated in the qualification events for that feature.
- F. Provisional starters will be added to the rear of the field.

14.3 Promoters Option

- A. The New London-Waterford Speedbowl reserves the right to add competitors as a "Promoter's Option" to any starting lineup.

14.4 Capacities and Alternates

- A. Any NLWS division will have a maximum of 24 qualified starters. The field may also have 2 Provisional Starters and/or Promoters Option(s) for a maximum of 27 starters. NLWS X-Car and Super-X Car divisions will start with a maximum of 39 cars. If there are 40 or more cars signed in at a race event the division will be split into two feature races.
- B. Alternates will be chosen from consolation races and/or at the discretion of the New London-Waterford Speedbowl Officials.

15.0 Race Procedures

All decisions made by New London-Waterford Speedbowl Officials involving pre-race, race, or post-race procedures are final and non-appealable.

15.1 Allowances, Requests, and Restrictions

- A. Hardship Laps may be granted at the discretion of the Race Director and only if time allows.
- B. Repair assistance will not be given by track personnel.
- C. New London-Waterford Speedbowl Officials reserve the right to request any car to return to its pit area for inspection before continuing in the event.

15.2 On Track Conduct

- A. Burn-outs and/or donuts are not allowed at any time on the New London-Waterford Speedbowl property. A penalty may result if it is deemed to have endangered any persons or property either on or off the race track.
- B. A competitor may not drive in the wrong direction on the race track for any reason unless approved to do so by the Race Director.

15.3 Change Approvals

- A. No changes of driver at any time will be made without advanced notification and approval by the Race Director. When the race is in progress, changes must be made in the pit area only.
- B. Car numbers may not be transferred to another car once qualifying has been completed. Drivers who change cars must move to a qualified car and start in the rear. Multiple entries (back-up cars with the same car number) by the same driver or owner are allowed to enter the pit area, but may not be used unless they qualify that car.
- C. Driver changes are permitted after the completion of the initial green flag lap only. The points and money will be awarded to the driver that completes the initial green flag lap.

15.4 Race Processes

15.4.1 Race Start

- A. All qualified cars must be on the track during pace laps. Cars that are not lined up for the start of pace laps may join the rear of the field if they are on the track before the final pace lap/clenched green flag lap.
- B. To start an event a car must complete at least one pace lap under its own power. During the pace laps if a car does not maintain its designated position in the starting field New London-Waterford Speedbowl Officials may reposition the car at their discretion. If a car drops out of the race before the completion of the first green flag lap, their finishing position will be determined by their starting position in relation to other drivers that do not complete the first green flag lap.
- C. When the flagman gives the clenched green flag ("one lap to go" signal), cars will line up in columns of two (double file) for all restarts. All cars must remain in their lane, no weaving, cleaning tires, etc.
- D. The race begins at the commencement of pace laps, but scoring and official distance begins when the initial scored green flag is waved.
- E. All cars must take the initial green flag in order to compete in their respective event. Under no circumstances is any car to enter the race after the completion of the first green flag lap.
- F. In the event of a postponement of a race, any car which took the initial green flag may reenter the rescheduled race regardless of whether it was running at the time of the postponement.

15.4.2 Green Flag (Start And/Or Restart of Race)

- A. The leader has lane choice on all starts and restarts and must choose when the crossover signal is given.

- B. The lead car must, within reason, maintain pace car speed and lane positioning all the way down the backstretch and through turns three and four prior to the green flag waving.
- C. When the green flag is waved by the flagman, cars must maintain their lane position as designated by the current line-up until they have crossed the start/finish line. Lane position may be changed if adverse conditions dictate (missed shifts, spun tires, etc.). All position movement before crossing the start/finish line due to adverse conditions is at the discretion of Race Control.
- D. If the Race Director deems the No. 2 or beyond position cars are trying to restart the race before the No. 1 car (the leader), penalties may result.
- E. New London-Waterford Speedbowl Officials may use their discretion to modify the restarts as required.

15.4.3 Race Halt

- A. The Race Director will determine whether the racetrack is in race ready condition for any and all events.
- B. A race may be stopped at the discretion of a higher authority at any time they determine, in the exercise of their judgment, that the track is not fit for racing.

15.4.4 Yellow Flag (Caution)

- A. The yellow flag signifies caution, and this flag will be given to the first car passing under the flagman immediately following the occurrence of the cause for caution.
- B. Under no circumstances will any car race back to the caution flag.
- C. Cars must immediately slow down to a cautious pace on all yellow flags and fall into single file order immediately.
- D. In the event a pace car is used, no car may pass the pace car unless directed to do so by a New London-Waterford Speedbowl Official. Any cars illegally passing the pace car may be assessed a penalty.
- E. When the caution flag is waved, the tower/flag man will begin counting courtesy laps after the completion of the first yellow pace lap by the pace car. Track officials will grant a minimum of 3 laps for South pit divisions and 4 laps for North pit divisions before the race event is resumed. Track officials will only grant these courtesy laps if there are car(s) that are considered part of the reason for the yellow flag that have pitted for repairs. The yellow flag courtesy laps do not apply to qualifying races. Nuisance cautions, debris cautions, and cautions for single car spins will not be granted courtesy laps. In these instances the pit gate(s) may be opened for cars to exit or return to the track, however no courtesy laps are granted. This is at the discretion of Race Control.
- F. No pit crews may push, service, or repair any wrecked or damaged car on the racing surface. The car has to be in the pit area, having completely passed through the pit entrance gate, before any work may commence.
- G. Cars that have pitted for repairs may rejoin the rear of the field at any time during the yellow flag period. Cars returning to the race track from the pits while the yellow flag is out must wait for the rear of the field in the line behind the pace car, and always as directed by the New London-Waterford Speedbowl Officials.

15.4.5 Caution/Scoring

- A. All cars involved in causing a caution/yellow flag condition will be placed at the rear of the field, ahead of all the cars that are laps down, on the restart line-up. The New London-Waterford Speedbowl Officials have discretion to determine what car(s) were considered accident or caution related cars. The New London-Waterford Speedbowl Officials have discretion to determine the positions of cars at the time the yellow flag was displayed and to reposition the cars in accordance with their determination.
- B. When the yellow flag is displayed, the field will revert back to the last completed (scored) green flag lap where the balance of the competitive cars on the lead lap have crossed the stripe under green that were not involved in the caution.
- C. A Lucky Dog/Free Pass rule will be applied in all events, allowing the first car in order that is one or more laps down to regain one of those laps during each caution period, providing that car was not involved in causing the caution and is not in the pit area or infield. There is no Lucky Dog/Free Pass during the last 5 laps of an event. Any car who was penalized a lap during the event is not eligible to earn that lap back via the Lucky Dog/Free Pass Rule. A car can only earn that lap back by passing the leader on the racetrack. If a penalized car is down multiple laps in addition to the penalized lap, the competitor can still earn those laps back via the Lucky Dog/Free Pass Rule.
- D. Cars that, in the opinion of Race Control, have caused an intentional yellow will be assessed a one (1) lap penalty.
- E. Any race car that brings out the caution 3 times in the same event (heat or feature race) without the assistance of another race vehicle due to their car not handling well, driver error, or a mechanical issue(s) will be blacked flagged and not allowed to return to the event. This is not a disqualification, the impacted car will be scored and awarded points according to where they would have finished should they have dropped out of the race at that time.

15.4.6 Red Flag (Race Stop)

- A. The red flag will be shown when officials determine that the track is unsafe or if racing impedes deployment of a safety vehicle. Once the red flag is displayed all cars will come to a stop in a safe, orderly fashion. Any cars on the racing surface that move without permission from a New London-Waterford Speedbowl Official will be penalized.
- B. Cars that have stopped on the racing surface during a red flag may not be worked on or serviced by anyone. Cars that are in the pit area when the red flag is displayed may be serviced. With permission from the Race Director, a car may be allowed to exit the track and go to their pit area to be serviced.
- C. Drivers may only exit their cars under red flag conditions when given permission by a New London-Waterford Speedbowl Official.
- D. Cars in the pit area during red flag conditions must wait in their pit stall until the yellow flag is displayed before moving.

15.4.7 Black Flag

- A. The Black Flag means go to the infield immediately and report to a New London-Waterford Speedbowl Official for consultation (it does not mean automatic disqualification).
- B. Since all cars are in direct communication from the Race Director and Chief Scorer, drivers should know immediately when they are given the black flag. Scoring for the black flagged car will stop at the completion of the 2nd lap after receiving the black flag. If a race needs to go to a yellow flag situation to remove any black-flagged racecar from the track the offending car will be removed from the event and not allowed to return to the race.

15.4.8 Blue Flag with Diagonal Yellow Stripe (Passing Flag)

- A. The blue flag with a diagonal yellow stripe signifies that faster traffic is overtaking the cars being signaled.
- B. Cars being given this flag must yield to overtaking traffic by moving to the bottom of the track with left side tires under the white line to allow faster cars to pass. Cars being given this flag may not attempt to pass other cars who are also being lapped. Any car not heeding the passing flag may be assessed a penalty.
- C. *Bandolero Division Only* Cars being given this flag must yield to overtaking traffic by moving towards the top groove of the track to allow faster cars to pass.

15.4.9 White Flag

- A. When the white flag is displayed it means the leader has started their last lap.
- B. If a caution flag is waved during the white flag lap there will be a green, white, and checkered finish (2 complete laps) for feature events (see checkered flag rule).
- C. For qualifying races, if a caution flag is waved during the white flag lap the event may be "red-checkered" and the race is declared complete. In this case the official finish will be the running order on the lap before the yellow was displayed, minus any caution cars.
- D. No car may receive assistance on the race track after the white flag has been displayed.

15.4.10 Checkered Flag

- A. The checkered flag signifies a complete race. The checkered flag may appear before the leader has officially completed the final required lap but the race is not complete until the leader crosses the start/finish line on the last lap. When the checkered flag is displayed to the leader, the balance of the field receives the checkered flag in that same lap. When the required race distance has been completed by the lead car, the race will be declared "official" regardless of any other flag being displayed.
- B. Finishing positions are based on most laps traveled in the least time, whether the car is still running or not.
- C. A race may be considered complete when the halfway point in laps completed in that event has been reached.
- D. The top 3 finishers are required to report to the start/finish line after the feature race event for interview. After the interview, the top 3 finishers are required to report to the scale/tech area. With the exception of extraordinary circumstances, failure to report to the front stretch interview or scale/tech area may result in a penalty. In addition to the top

3 cars being scaled, the 4th & 5th place cars will be scaled in case any one of the top 3 do not pass the scale tech. Should one or more of the top 3 cars not pass scale tech the 4th & 5th cars will be moved into the tech area for post-race inspection.

16.0 Inspections

16.1 Technical Inspection

Any competing car and its parts are subject to a technical and/or safety inspection at any time. Failure to comply with the inspection request(s) will result in disciplinary action. If a New London-Waterford Speedbowl Official determines prior to an event that a car does not meet the applicable specifications and rules, that car may not be allowed to compete. Technical sanctions may be imposed to any car at any time, at the discretion of the New London-Waterford Speedbowl Officials.

16.2 Inspection Area

Only persons authorized by New London-Waterford Speedbowl Officials may be admitted to the inspection area(s). Only one (1) team member will be authorized in the Tech Office, when instructed by a Race Official. That limit may change based on the directive of a Race Official. Any unauthorized entry of said area or refusal of orders from a Race Official may result in penalties.

16.3 Car Sealing or Impounding

Any and all illegal parts will be confiscated and not returned in conjunction with other penalties. Confiscated items remain on property, secured in a storage area. The New London-Waterford Speedbowl assumes no responsibility for impounded cars or parts. Refusal of sealing or impounding a car and/or any part on it will result in disqualification, suspension, and/or fine.

17.0 Championship Points and Point Funds

The New London-Waterford Speedbowl reserves the right to establish, maintain, compile, and publish award points and point fund money and trophies. All competitors agree to abide by decisions of the New London-Waterford Speedbowl in establishing and administering the award points, point fund money, and trophies. Dollar amounts and distributions may be posted during the season at the discretion of the New London-Waterford Speedbowl Officials.

17.1 Eligibility

- A. To be eligible for points and point fund money, the driver must submit a driver registration form.
- B. All drivers earning point fund money, trophies, and/or plaques are required to attend the season awards banquet to receive their awards. Awards not collected by the drivers at the awards banquet will be forfeited. In the event the driver is not available to attend the banquet the car's owner or another team member will need to attend the banquet to pick up the driver's award.
- C. In the event that an annual awards banquet is not held, the New London-Waterford Speedbowl will have an alternate plan to disperse any awards if applicable.

17.2 Points Earned

- A. Points will be awarded for feature event finishing position only.
- B. To be eligible for points, driver and car must start the feature event, or in the case of double features, start the first feature run.
- C. A driver will be credited with points in the car in which they started the feature event and the driver will be credited with all points earned by that car in that event.
- D. Ties will be broken by using the greatest number of feature wins in events counting toward that position and if a tie still exists, 2nds, 3rds, etc. will be considered until the tie is broken.
- E. Championship points will be awarded for all weekly divisions according to finishing position as follows:

Feature Race Point Structure											
1st	32	6th	25	11th	20	16th	15	21st	10	26th	5
2nd	29	7th	24	12th	19	17th	14	22nd	9	27th	4
3rd	28	8th	23	13th	18	18th	13	23rd	8	28th	3
4th	27	9th	22	14th	17	19th	12	24th	7	29th	2
5th	26	10th	21	15th	16	20th	11	25th	6	30th	1

18.0 Violations and Disciplinary Action

All Car owners, drivers, pit crew members, fans, employees and vendors are subject to disciplinary action for the violation of any New London-Waterford Speedbowl Rules. Any driver and/or crew member that has been suspended from competition at another race facility during the current calendar year may be subject to the same discipline at the New London-Waterford Speedbowl.

The New London-Waterford Speedbowl Officials will use their discretion to impose penalties they think are fair and prudent concerning each infraction or penalty. Conduct infractions include, but are not limited to:

- A. Verbal or physical abuse of a race official
- B. Speeding or reckless driving on the (Race track, infield, pit area, parking lot, etc.)
- C. Rough riding/contact (willful or negligent)
- D. Contact under caution or after race completion (willful or negligent)
- E. Exiting race car on the track without permission from a New London-Waterford Speedbowl Official
- F. Unsportsmanlike conduct
- G. Endangering the safety of others, on or off-track
- H. Intentional delay of a race event
- I. Verbal or physical confrontations
- J. Approaching an official's tower

- K. The transfer or forging of any pit permit, license, and/or documents
- L. Competing in a race event without proper authorization and/or licensing
- M. Any verbal assaults or threats to do physical harm
- N. The use of alcohol and/or drugs
- O. Participating in or inciting a fight
- P. The confrontation and/or blocking of another team's race car
- Q. Missing a roll-call or drivers meeting

Penalties for violation of rules are determined by the gravity of the violation, its effects on fairness of competition, the orderly conduct of the event, and the interests of the New London-Waterford Speedbowl. Penalties for rules and conduct violations may include, but are not limited to:

- A. Being placed to the rear of the finishing order
- B. Disqualification
- C. Suspension
- D. Expulsion
- E. Monetary fines
- F. Loss of points for the event
- G. Loss of points for the season
- H. Loss of point fund money

19.0 Figures

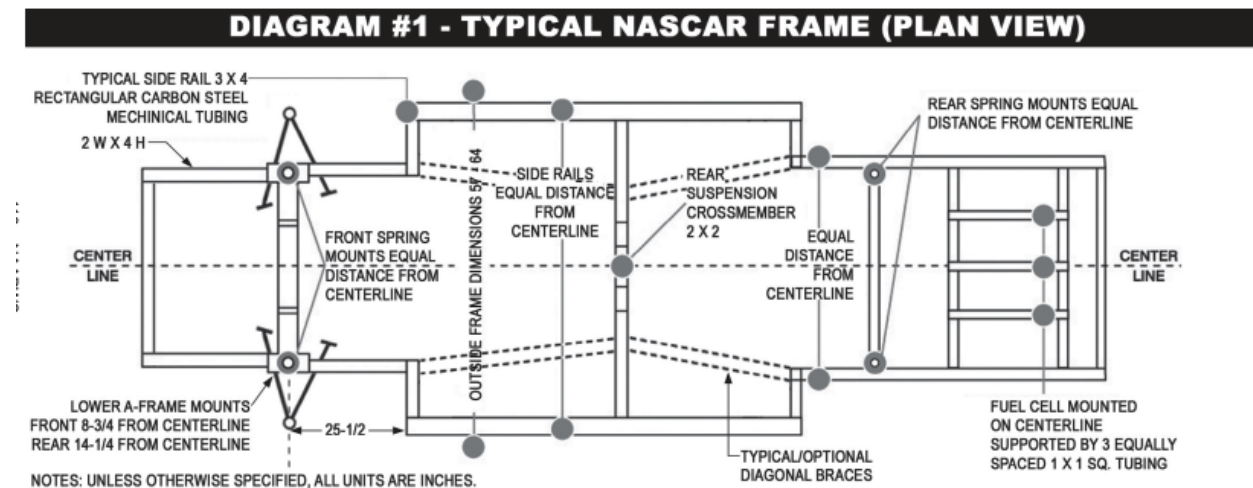
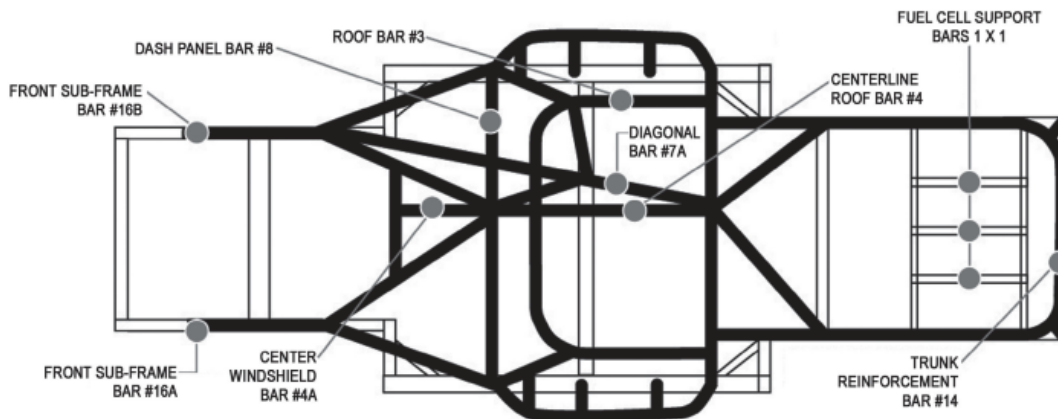
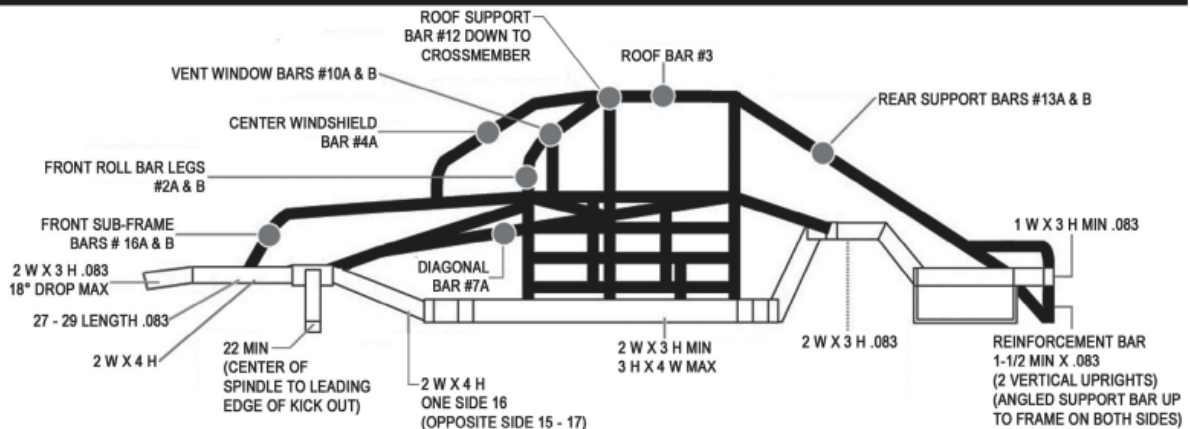


DIAGRAM #2 - TYPICAL ROLL CAGE AND FRAME CONSTRUCTION (PLAN VIEW)



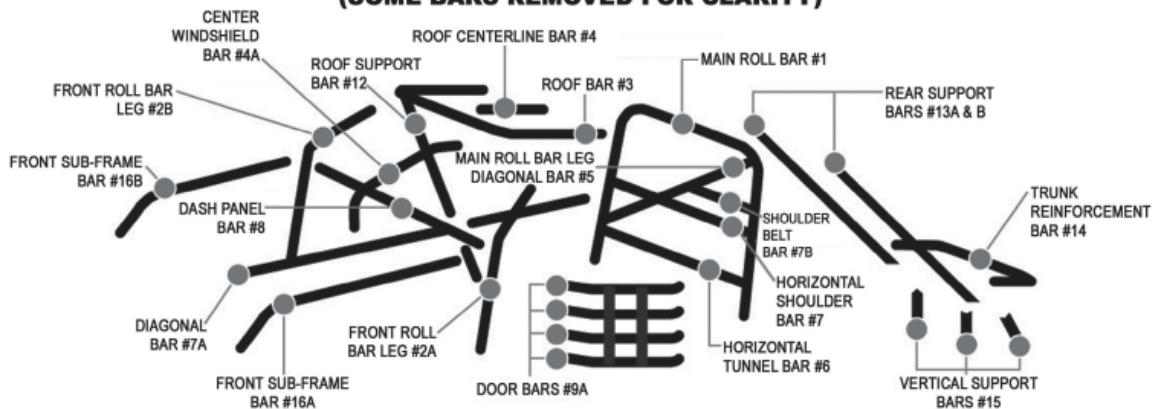
NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES.

DIAGRAM #3 - TYPICAL LATE MODEL ROLL CAGE & FRAME CONSTRUCTION



NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES. 22-25 DEGREES RISE .083

DIAGRAM #4 - EXPLODED VIEW OF BASIC ROLL CAGE (SOME BARS REMOVED FOR CLARITY)



**DIAGRAM #5 - BASIC NASCAR ROLL CAGE STRUCTURE
(SOME BARS REMOVED FOR CLARITY)**

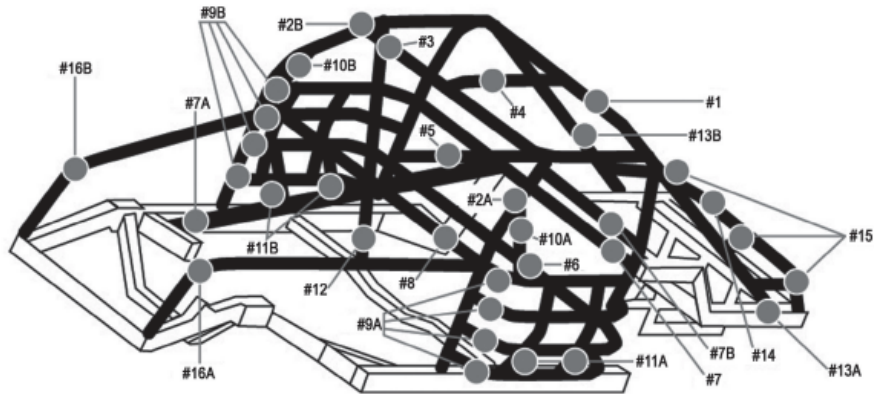


DIAGRAM 1 - TYPICAL ROLL CAGE & FRAME CONSTRUCTION (MODIFIED)

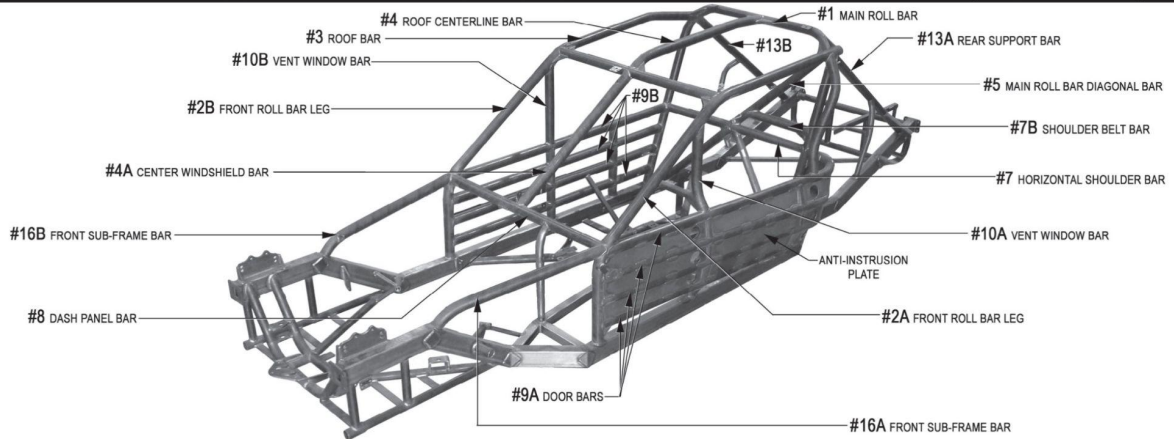
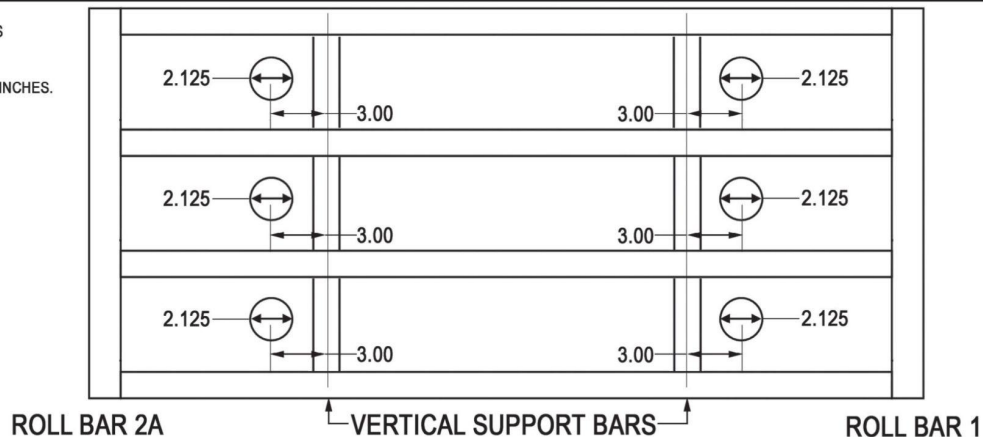


DIAGRAM #2 ANTI-INTRUSION PLATE HOLE LOCATION - (MODIFIED)

NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES.



New London-Waterford Speedbowl Officials reserve the right to interpret any and all of the above written rules in any way, under the guidelines of the published General Track Rules. These Rules may be amended at any time as deemed necessary by a NLWS Official or Management.