



2026 GENERAL RULES

FOREWORD

For over 60 years, ELKO Speedway has provided highly competitive racing entertainment to Midwestern stock car racing fans. One of the tools we use to keep racing affordable – yet challenging – is the ELKO Speedway Rule Book. It contains rules, specifications, and procedures that govern the events at ELKO Speedway. The Staff and Management at ELKO Speedway wishes you a successful, fun, and rewarding year of racing. THANK YOU!

PREFACE

The rules set forth in this book shall be effective for the ELKO Speedway racing season. Management reserves the right to amend, alter, suspend, delete, or supplement these rules as conditions warrant. It is the racers responsibility to be aware of changes. Racers are expected to read and understand the ELKO Speedway Rule Book. Any questions shall be directed toward ELKO Speedway Officials. The purpose of these rules is to provide orderly conduct of racing events and to establish acceptable requirements for such events. Like any other sporting event that depends on fan support, there is a great deal of showmanship and public relations required. The Management at ELKO Speedway will strive to start the races on time, while running the events in a professional manner. Brightly painted racecars, proper uniforms and attire, as well as the honorable conduct of competitors, both on and off the track, must be established. Your cooperation is greatly appreciated.

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Speedway Tech Line: E-Mail Race Director at elkoracedirector@gmail.com or Office 952-461-7223

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SECTION 1 – GENERAL SPEEDWAY RULES:

- A. ELKO Speedway reserves the right to determine the intent of all rules, regulations and amendments contained in this rule book.
- B. ELKO Speedway reserves the right to make changes, adjustments, and modifications without notice in the interest of safety, better competition, the weather, or other circumstances.
- C. ELKO Speedway is private property. Any person(s) on this property without the permission of the Owners or Management are guilty of trespassing and subject to the penalties prescribed by law. Through your registration, you are given permission to be on this property in conjunction with your racing activity only. However, ELKO Speedway reserves the right to revoke and cancel this permission at any time, for any reason, it is felt that your presence or conduct is not in the best interest of auto racing, your fellow competitors, fans, ownership, management, or employees of ELKO Speedway.
- D. No one is permitted to bring any alcoholic beverages on the racetrack property. All alcoholic beverages must be purchased from the racetrack.
- E. No one is permitted to sell, distribute, etc., any merchandise, services, fliers, information, etc., on the racetrack property without the express written permission of ELKO Speedway.
- F. All participants empower ELKO Speedway, to represent them in assigning rights for reproduction of sanctioned events by electronic and/or print media and automatically assign rights to utilize their name, facsimile, etc., in media-related materials and/or advertising and promotion of sanctioned events.
- G. Although every effort has been directed toward complete, understandable, and correct rules however, ELKO Speedway cannot possibly anticipate every situation, circumstance, or interpretation. Any situation not specifically covered herein will be acted upon by ELKO Speedway and its decision are final and binding.
- H. Exceptions to the rules and specifications may be made on a temporary basis at the discretion of the Speedway Officials.
- I. RESERVED PIT STALLS:**
 - 1. Reservation of pit stalls is good for Racing and Eve of Destruction point's events only.
 - 2. ELKO Speedway reserves the right to re-assign pit stalls when circumstances warrant. Pit stalls are non-transferable.
 - 3. Reservation of pit stall does not constitute ownership. ELKO Speedway may reassign unused pit stalls at the discretion of management.
 - 4. If you do not have a reserved pit stall, stalls can be rented nightly at the pit sign- in building for \$30.00 per night plus tax. You are not allowed to park on a pit stall if you have not paid the appropriate reservation fee. See the track official for other areas to park. Traveling divisions are allowed to use open pit stalls when they are visiting.

J. RAIN POLICY:

1. In the event of rain, regardless of where the program has to be stopped, the racing events completed will be paid according to the payoff and points issued accordingly.
2. A single race will be considered complete if more than one-half of the scheduled laps have been completed. Any uncompleted events will not be paid regardless of whether or not rain checks have been issued to spectators. Pit passes (if rain checks have been issued) will be good towards the next scheduled racing event.
3. There are no transferring of pit passes or wristband.
4. All cars will be required to help dry the track when it is necessary so the program can continue. All cars will run a minimum of 20 laps unless the Race director deems otherwise. Transponders will be used to verify lap counts for all cars. If not verified you will start last in your next race event that you are competing in. If unable to track dry must notify an official, Race Director or Head of Tech immediately.

SECTION 2 – CONDUCT AND DISCIPLINARY ACTS:

- A. No Guns or Weapons are allowed on the premises.
- B. Responsibilities of the driver and crew are addressed in the NASCAR Rulebook and prevail, if not covered in ELKO Speedway's general rules. In case of conflict, ELKO Speedway rules take precedence. The NASCAR rulebook may dictate fines and/or penalties for an offense, or any violation of conduct, race procedure, or general rules, and may be implemented per the NASCAR Rulebook to all participants, (NASCAR members and non-members), at the discretion of ELKO Speedway.
- C. At any time, no one is allowed in the flag stand or scoring tower, unless invited by ELKO Speedway official.
- D. At any time, the display of any type of weapon or threat of bodily harm, on or off the racetrack, may result in permanent suspension for the entire racing crew and will result in the arrest of all parties involved. The driver is responsible for the conduct and actions of all people associated with his/her race team (i.e. crew, sponsors, owners, family, and friends).
- E. If at any time, ELKO Speedway Management deems the conduct of any team member or driver a discredit to ELKO Speedway or to themselves, he/she may be removed from all racing activity at the speedway. Any continuing problems from the same individual or "team" may result in permanent suspension.
- F. Professional, courteous conduct is expected from all participants and crew members, always, including on SOCIAL MEDIA. Anyone acting in an unsportsmanlike manner may be permanently suspended, put on probation, or fined depending on the seriousness of the incident.

- G. We will not tolerate profanity in front of race fans, profane signs, sexual signs, or anything deemed inappropriate by speedway officials on your car, clothes, etc. Included in this rule, no one (including your associates) can dispute a decision at the flag stand, with other officials, or the scoring tower. We expect you to look like a professional and act like one. Be clean, uniformed, and respectable.
- H. The driver shall be responsible for himself/herself, his/her crew, associates and anyone in and around the vicinity of his/her car or pit area.
- I. Anyone found guilty of assisting an unauthorized person into the pit area or letting an unauthorized person use their pit pass will be ejected from the property, pending fine and/or suspension.

SECTION 3 – SAFETY INCIDENT REPORTING:

Racing is an inherently dangerous sport. This applies not only for the driver, but the entire team. If we work together and follow a few of these simple rules, we can reduce the safety hazard. No expressed or implied warranty of safety shall result from the publications of or compliance with these rules and 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 participants, spectators, etc.

Each person must follow the sign-in procedure as dictated by pit gate personnel. You must sign a liability release waiver and shall receive a pit pass and/or wristband. The pit pass and or wristband must be displayed so that it is always visible.

- A. Each driver must inspect the racing surface and track area to learn of any defects, obstructions, or anything, which in his/her opinion is unsafe. Any unsafe conditions should be reported as soon as possible to the Race Director. Any driver participating in any event is considered to have inspected the track and found all conditions satisfactory. This further indicates that he/she is aware that auto racing involves risks, and he/she assumes these risks with full awareness and knowledge.
- B. ELKO Speedway assumes no responsibility for damage to or loss of your equipment, vehicle, or any parts. ELKO Speedway also assumes no responsibility for any tow vehicles, cars, trucks, equipment, four wheelers, go-carts, mopeds etc., on the grounds at any time.
- C. When in the pit area, maintain a constant watch for your own protection. If you, a crewmember, or any of your pit personnel are involved in an incident or injured, you must advise an ELKO Speedway Official immediately so that necessary reports can be filed. No medical claims will be considered unless reported prior to leaving the speedway property that day. The below must be done before you leave the speedway. If you are unable, your crew must be responsible for this report. • Contact the rescue vehicle, safety crew, security, or an ELKO Speedway Official. • Give a full report.
- D. If involved in an incident on the track, drive to a place of safety in the infield
- E. Following the disablement, you must stay in your car! While on the track, DO NOT get out and inspect the damages, unless there is a fire, you feel your safety may be compromised, etc.
- F. Follow the instructions of the Track Officials prior to getting out of your car once you are off the racing surface.

SECTION 4 – MINORS IN THE MOTOR PITS (COMPETITORS AND NON-COMPETITORS):

NOTE: Any untruths given on form could result in insurance non-coverage

- A. Anyone who wishes to enter the motor pits must be at least 12 years old and MUST provide a birth certificate if 18 years of age or younger.
- B. Anyone under the age of 18 must have a completed ELKO Speedway Annual Minors Release form signed, witnessed, and on file before entering the motor pits. If the entrant is under 18 or the document is not signed by all parties in front of an ELKO Speedway employee, the document must be notarized. Proof of age must be provided, (Driver's license or picture ID). This release is a liability waiver that the minor's parent or guardian must sign, recognizing the danger and risk that could result in injury. Minors competing in any Division must submit the appropriate forms.
- C. Drivers between the ages of 14-20, are required to submit a fully executed NASCAR Addendum "A" and the ELKO Speedway Annual Minor Release Form (The NASCAR Addendum "A" can only be acquired thru the ELKO Speedway office).

SECTION 5 – DRIVER ELIGIBILITY, RACE CAR SUBSTITUTIONS, LICENSES AND MEMBERSHIP:

- A. A NASCAR license is highly recommended for anyone entering the motor pits for NASCAR sanctioned race events. There are many benefits to NASCAR members. Benefits will be posted concerning NASCAR memberships.
- B. ALL decals must be in place and visible in a professional manner before each car makes its initial qualifying run. Cars not abiding by these rules will not be allowed to qualify or be included in NASCAR reporting and may be docked 50 points for the night.
- C. ELKO Speedway 10 punch card or hard cards may not be used for special events (i.e., Thunder Car Nationals, ASA Midwest Tour, ARCA, etc.)
- D. Divisions that run at ELKO Speedway requires a minimum of an ELKO Speedway driver/car# registration to be filed, including applicable fees, with the ELKO Speedway office before being allowed to enter competition. If it a NASCAR sanctioned division a NASCAR license is also required.
- E. Co-Drivers are not allowed. Driver substitutions are not allowed. Any change of drivers during the race will result in automatic disqualification of both drivers and loss of prize monies, trophies, points, etc.
- F. A driver is permitted to drive in more than one division/class but must pay multiple pit entry fees.
- G. Race Car substitutions are permitted.
 - 1. If the race car substitution occurs after qualifying or heat races, the driver will start at the rear of the field for the next scheduled race.

2. Substitute race car must be from the same class/division.
 - i. IE: A Power Stock is not allowed to run in the Thundercar Class for the sole purpose of adding to car count.
3. If the substitute race car comes from another competitor, the points, monies, etc. stay with the respective drivers from the time of the substitution.
4. If the substitute race car is in a division that has a tire rule, the tires must go with the driver. In other words, the tires must be changed.
5. No substitution of race cars during a race.

H. All licenses, memberships, registrations, and passes are non-transferable.

I. NASCAR SANCTIONED DIVISION: Late Model, Thunder Cars, and Power Stocks:

1. Drivers in NASCAR Divisions are required fill out an ELKO Speedway Driver Registration Application and a NASCAR Competition Membership and License Application.
2. You will not begin to receive Elko or NASCAR points until the NASCAR Application has been paid and submitted.
3. Drivers between the ages of 14-20, are required to submit a fully executed NASCAR Addendum "A" and the ELKO Speedway Annual Minor Release Form (The NASCAR Addendum "A" can only be acquired thru the ELKO Speedway office).
4. As a crew member, we recommend that you apply for a NASCAR Competition Membership and License Application. If you are between the ages of 14-20, you are required to fill out the NASCAR Addendum "A" and ELKO Speedway Annual Minor Release Form.

J. INEX SANCTIONED: LEGEND DIVISION and BANDOLAROS DIVISION DRIVERS

1. If you wish to compete as a driver in this division, you must have an INEX license.
2. Drivers between the ages of 7-18, are required to submit a fully executed INEX Minor Release form and the ELKO Speedway Annual Minor Release Form.
3. You will not receive Elko or INEX points without showing proof of membership.
4. Associates Membership needs per INEX Rule Book

SECTION 6 - ROOKIE STATUS:

- A. See Rookie Registration Form

SECTION 7 – GENERAL RACE CAR RULES – APPLIES TO ALL DIVISIONS:

Alternative car/engine combinations may be allowed with a Tech Officials “prior” approval for test purpose, to be run a maximum of 2 events per season. Cars may not be entered in back-to-back events. No points will be awarded; however, prize money will be awarded.

SAFETY REQUIREMENTS - IT IS THE RESPONSIBILITY OF THE DRIVER - NOT NASCAR, TRACK OFFICIALS OR ELKO SPEEDWAY - TO ENSURE THAT HIS/HER CAR AND ALL COMPONENTS ARE NASCAR-APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED AND IS IN SAFE OPERABLE CONDITION.

- **SAFETY EQUIPMENT PAGES 8,9, and 10...Late Model, Thunder Car, Power Stock, and Crown Vic.**

PAGES 10,11, and 12...Legend Cars and Bandoleros (INEX)

A. SEATS –

1. Approved aluminum driver’s seat required.
2. Seats may also be Carbon Fiber or Carbon Composite or others. This should not be used as a weight saving measure.
3. Seat must be fastened to frame/roll cage with minimum 3/8” grade 5 bolts and oversized washers and located to give adequate distance from driver’s arm to door bars.
4. Shoulder supports on right and left sides of seat and head support on right are recommended.
5. Full containment seats are recommended.
6. Seat may not protrude outside 4-point roll cage upright or top cage halo.
7. Seats must remain “as purchased and produced”, no holes or other modifications made for weight reduction.
8. Seats are recommended to be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area.
9. The area behind the driver’s seat and in front of left rear trailing arm mount is strongly recommended to be plated with a minimum .090” thickness steel plate, measuring a minimum 10” inch tall by 12” inch wide. Plate must be securely welded or bolted into place to frame / roll cage.

B. SAFETY BELTS-

1. Belts must be dated within 3 years of event date or newer.
2. All seat belt and shoulder harness systems must be SFI specification 16.1, type Y-type shoulder belts are not recommended for use.
3. A minimum five-point harness system is mandatory.
4. Competitors using the HANS device may use a standard three-inch (3") or equivalent two inch (2") wide shoulder strap.
5. Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees.
6. Belts must be anchored to roll cage or frame. Grade "5" bolts $\frac{1}{2}$ " min diameter required.
7. Six-point belts (double crotch strap) are recommended.

C. FIRE SUPPRESSION SYSTEM-

1. Securely mounted fully charged fire extinguisher with visible dial type gauge required. within reach of driver and accessible to safety crew from both left and right-side windows.
 - a. A minimum five-pound (5#) on-board fire suppression system is recommended in Late Models.
 - b. Ten-pound (10#) fire suppression with multiple discharge points is highly recommended.
 - c. Cold Fire systems recommended for cockpit usage.
2. Cockpit must be completely sealed off from engine compartment and fuel cell.
3. Roll bar padding required around driver
 - a. Recommended: Fire retardant padding.

D. LEFT SIDE WINDOW NET-

1. Left side driver window net is mandatory.
2. Construction must be web-type safety net with mechanical release.
3. Net bar must be a minimum of .1875-inch (3/16") flat steel or .375-inch (3/8") round stock and run the entire length of the window net between mounting points.
4. Mechanical release must be welded to the front or "a" pillar end of the bar.
5. Spring-loaded releases are not approved for competition.
6. Driver net must be secured in place and centered in the door area and must be secured to the upper roll cage horizontal member.
7. Window nets must drop down.
8. Must latch on top.
9. Ribbon style net highly recommended with a minimum size of 16"x18"

E. DRIVER'S ATTIRE-

1. Complete approved fire-retardant driving suit designed for racing along with fire retardant gloves, and shoes required.
2. Eye protection and a Full-face helmet meeting Snell SA2020, FIA 8859-2015, FIA 8860 or newer (SFI 38.1) or newer helmet required. Snell "M" or D.O.T helmets not allowed.
3. Use of head and neck restraint devices is highly recommended.



****PERSONAL (DRIVER) SAFETY EQUIPMENT: INEX Cars****

No express or implied warranty of safety shall result from publication of, or compliance with these rules and 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 participants, spectators, or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence.

INEX Technical Inspector may in their sole judgment dis-allow the use of any safety equipment that they consider to be any of the following: not in proper working condition, out of date, damaged, tore or ripped and substandard.

A. HELMET:

1. Drivers must wear a full-face helmet, of current standards of 2020 or newer Snell SA rating or S.F.I. 24.1 rating, any time they are on track. Snell "M" rated helmets are not permitted. Helmets are subject to inspection at each Event by the technical inspector or other Official. Helmet shields are required.
 - a. NOTE: A helmet is designed to absorb energy once. If a significant impact has occurred to the helmet, it is highly recommended that it be sent back to the manufacturer for evaluation.

B. FIRE SUITS:

1. Drivers must wear an INEX approved fire-retardant suit of Nomex or equivalent material any time they are in Competition. Fire suits must be made and labeled as Flame retardant (or have a S.F.I. specification patch). A double layer fire suit is highly recommended.

C. FIRE RETARDANT GLOVES:

1. Fire retardant gloves usage is mandatory during all on-track activities. Gloves must have "SFI approved" tag or wording included on care label stating that they are flame retardant.

D. SAFETY HARNESS:

1. Cars must have an INEX- approved type of five-or six-point racing harness that is equipped with a quick release buckle. INEX endorses (not requires) the belt manufacturer's recommendation that the belts be changed two (2) years after the manufacture date stamped on the SFI tag regardless of the number of times the car has been Raced.
 - a. IMPORTANT NOTE: Be sure to regularly check your seat belts for damage such as fraying, tearing, etc. If this should occur, the seat belts should be replaced immediately. The seat belts are like the helmet usage suggestions, in that they are designed for protection in only one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make sure that your harnesses are secured and that you have pulled the straps as tight as possible anytime you drive the car. Continue to retighten the harnesses under caution.

E. FIRE EXTINGUISHERS:

1. An on-board fire extinguisher system is highly recommended for your safety. When installed, the fire extinguisher must be operational. The spirit of this rule is for safety, not for ballast. When the fire bottle's weight is greater than nine pounds, written approval from the INEX Technical Director is required. Fire suppression systems only will be permitted. Hand held fire bottles are not allowed.

F. RACING SHOES:

1. Drivers must wear fire retardant racing shoes; usage is mandatory during all on-track activities. Shoes must have "SFI approved" tag or wording included on care label stating that they are flame retardant.

G. ROLL BAR PADDING:

1. Roll bar padding (SFI 45.1) on all bars within one foot of Driver's helmet is mandatory.

H. SEATS:

1. Only INEX-approved, purpose built (circle track or road course racing), factory manufactured Aluminum or Carbon Fiber seats may be used. Carbon Fiber seats must adhere to the design specifications of the S.F.I. 39.2 or S.F.I. 39.1 certified seat construction standards.
2. Carbon fiber seats must have a current, valid S.F.I. 39.2 or S.F.I. 39.1 certification and have the official S.F.I. sticker affixed to the seat to show proof of this certification.
3. All seats must be used and installed following the instructions provided by the seat manufacturer. If the seat is designed to incorporate the harness system mounting, this must

also follow the instructions provided by the seat manufacturer. Homemade seats are not permitted.

4. Weight reduction outside of the manufacturers design and any seats modified from the manufacturers design are not permitted.
 5. Mounting of the Seat in a Legend Car -The seat may be moved within the driver's compartment without moving or changing existing bars in the frame.
 6. The centerline of the seat must be a minimum 47 of 10" from the left side of the roll cage.
 7. When mounting the seat forward, use a flat piece of steel or aluminum behind the seat (not bolts in tubing).
 8. The use of wood as supports or mounting brackets is not permitted.
 9. Hardware used to mount seat must be a minimum of 3/8" grade 5 bolts. Bolts required = Two bolts through the seat and the seat back of the chassis and two bolts attaching the base of the seat to the original seat tabs or directly to the 1" X 2" square tubing that the original seat tabs were welded to.
 10. Bolting the base of the seat to the floor pan only will not be permitted.
- I. Mounting of the Seat in a Bandolero Car-
1. The centerline of the Bandolero Seat must remain within a quarter (1/4") inch of the centerline of the car. Verify that the Driver's helmet, when seated in the car, does not extend beyond 1" from the bottom of the top roof bar of the roll cage.
 2. Hardware used to mount seat must be a minimum of 3/8" grade 5 bolts.
 3. All Bandoleros must have some form of lateral support added to the seat back.
- J. INEX APPROVED HEAD AND NECK RESTRAINT SYSTEMS USAGE IS MANDATORY.**
- K. OTHER SUGGESTED SAFETY EQUIPMENT: These items are **not required**, but they are all highly recommended.
1. Flame retardant underwear and socks.
 2. Head sock (balaclava).
 3. Steering wheel pad.
 4. Arm restraints.
 5. Helmet supports on the seat.
 6. Interior door padding and tunnel padding.

● **WEIGHT – BALLAST:**

1. Weighing of cars: All divisions:
 - a. Driver must remain sitting upright and still.
 - b. Steering wheel must be on the steering shaft.

- c. Driver's hands must be holding the steering wheel.
- d. Helmet must either be on the driver's head or in the driver's lap.
2. All ballast must be securely mounted to the frame or roll cage only.
3. No ballast may be mounted to bumpers, must be behind bumper mounts
4. No ballast may be in the driver's compartment.
5. Lead will be allowed to be mounted to the bottom of the floor pan with a 1/8" steel plate on the inside of the car, the same size as the lead being hung.
6. The lead will be under the car and steel plate inside pinching the floor pan between the two.
7. Loss of ballast will result in a minimum fine of \$50.00.

- **FUEL SYSTEM / CARBURETION:**

1. All cars competing at ELKO Speedway is required to use fuel that meets the properties of the track fuel. Details will be posted.
2. Gasoline shall not be blended with any alcohols, ethers, or other oxygenates, aniline or its derivatives, nitrous compounds or nitrogen containing compounds.
3. Fuel samples may be taken by the track officials.
4. Cars must have an in-line fuel shut-off valve at the fuel cell or an Oberg valve in-line with no more than 12 inches of fuel line between it and the fuel cell. Shut off valve or Oberg valve must be clearly labeled and within reach of on-track Officials and Safety Crew.
5. Steel fuel line or equivalent mandatory from fuel cell to engine fuel pump. (Aeroquip fuel line with braided steel outer casing is equivalent type)
6. Fuel cell must have a fuel vent check valve.
7. No fuel lines in driver's compartment and no hidden fuel lines.
8. No additional fuel reservoirs, pressure equalizing systems, or fuel coolers.
9. Stock type fuel pumps only. (except noted otherwise)
10. Double throttle returns springs working from two separate directions mandatory.

- **COOLING SYSTEM:**

1. No anti-freeze. If found using anti-freeze penalty of \$25 for the first offense and \$100 for the second offense.

- **ELECTRICAL SYSTEM:**

1. No onboard computers, data acquiring devices or device related wiring harnesses. No traction control devices.
2. All cars must have ignition master kill switch, either toggle switch or push/pull, marked in red, with white background, within reach of driver, and within reach from the outside of car by the officials or safety crew.

- **APPEARANCE:**

1. All cars will be required to be neat in appearance. No abusive, obscene sayings or pictures will be tolerated.
2. All cars must have one 20" number on each door, one 20" roof number (readable from right side of car), and one 4" number on upper right-hand corner of windshield. Number decals are acceptable if legible. Cars without numbers or with illegible numbers may be placed at the rear of the field and/or may not be scored and will need to be fixed by the following race night.
3. All car decals must follow the general format indicated on the guideline handout that is included with the sticker pack that you receive at the beginning of the season.
4. ALL decals must be in place and visible in a professional manner before each car makes its initial qualifying run. Cars not abiding by these rules will not be allowed to qualify.
5. The space at the top center of the windshield must display the division sponsor decal. All prize money and points will be held by ELKO Speedway until the car has met this requirement.
6. No 'For Sale' signs on car while on track without prior ELKO Speedway approval.

- **TRANSPONDERS:**

1. Transponder location measured from the forward-most edge of the front bumper mounted vertically not more than 12" from the ground lower the better:
 - a. Late Model: 13 feet.
 - b. Thunder Car & Power Stock: 14 feet
 - c. Legends and Bandolero's per INEX rules

- **SECTION 8 - INSPECTION:**

- A. All cars must be inspected by one of the track officials and be issued a signed and dated inspection sticker prior to the first race. This is the sole responsibility of the driver.
- B. NOTE: The fact that the car could compete in a previous event or issued an OKTO RACE sticker is no guarantee that the car is legal or safe. In addition, any car which is altered during a race to the extent that the car is made non-conforming, after first being inspected and found to be conforming, will be severely dealt with.
- C. The method and time of inspection (including protests) will be determined by ELKO Speedway who may seal, mark, or impound the car or item for inspection purposes.
- D. All weighing and measuring devices used by ELKO Speedway officials are the standards which will determine conformity to the rules of a car or its components.
- E. ELKO Speedway is geared toward close competition. Any use of non-conforming equipment in violation of the rules may result in the confiscation/forfeiture of such equipment plus possible fines, loss of prize monies, trophies, points and/or suspension of car and driver. If in doubt about the conformity of any part, please ask before buying it. If the conformity of a part is in question, the

burden of proof rests with the driver to provide satisfactory and concrete factual evidence establishing the origin and conformity of the part.

- F. If the driver, or owner, of a non-conforming part, refuses the confiscation/forfeiture of said item, the part may remain in their possession, but they will be subject to the following additional penalties: Neither the driver, or car may enter into competition, in any division, for 1 additional completed race event that their division is scheduled in at ELKO Speedway. If there is a 2nd offence then neither the driver, nor car may enter into competition, in any division, for 2 additional completed race events that their division is scheduled in at ELKO Speedway. If there is a 3rd offence then neither the driver, nor car may enter into competition, in any division, for 3 additional completed race events that their division is scheduled in at ELKO Speedway.
- G. To be as certain as possible in regard to cars, parts, tires, etc. are within the intent of the rule, ELKO Speedway may impound anything for hours, or days, to make the best decision based solely on ELKO Speedway's benefit.
- H. All cars (except noted otherwise) must have a 3/4" NPT (or larger) inspection hole in the oil pan that will allow a clear view of the crankshaft and a connecting rod. If an inspection hole is not provided, the oil pan must be dropped a sufficient distance to provide access for inspection. Otherwise, the crankshaft/connecting rods will be assumed to be non-conforming.

SECTION 9 – COMPETITOR'S REQUEST TO INSPECT

*****Competitors are not permitted to request inspections of the last two event nights. All results and conditions from these events are final. ******

- A. The driver making the Inspection Request must be competing in the same division and finish on the lead lap and be in the top 10 in points.
- B. Payment must be green cash and must be made within 10 minutes after race completion.
- C. Inspection Prices – Heads: \$500; Rotating Assembly Components: \$1000; Intake: \$250; Differential/Transmission: \$250; Cubic Inch and Compression Ratio: \$250; Chassis/Body: any disassemble required: \$100.00 and visual only: \$50.00
- D. If claim is conforming – driver claimed keeps all money. If claim is non-conforming, the claimer gets back 75% of the money and the track keeps 25%. (This is to discourage 'spite claims'.) 11
- E. Once claim is made, the track may impound the component and make sure it is completely conforming. This may be hours, or days, depending on how long it takes to make a correct decision.
- F. Conforming parts will be returned to the driver being claimed. Non-conforming parts may be kept by the track, put on public display and/or destroyed.
- G. If sabotage by claimed occurs, a \$500 fine will be assessed on the claimed.
- H. Claimer may only make one claim per event, and only on one component. (i.e., only intake, only heads, etc.)

SECTION 10 – RACE PROCEDURES

- A. ELKO Speedway Management and Officials will establish the length, frequency and administration of all events and programs and when their decision is rendered, it is final and binding. This includes the cancellation or stopping of any race/event that is decided to be untimely. All heats for all classes will have a max time limit of 10 minutes and all features for all classes will have a max time limit of 20 minutes.
- B. ELKO Speedway only wants cars that are here to compete. This means no show-up cars. If ELKO Speedway officials determine that a race car is there for car count or start pay only, no pay or points will be awarded and no refunds on entrance, tires or licenses.
- C. The only people allowed on the racetrack and by the wall are speedway officials. Everyone else must always stay away unless requested to assist by an official.
- D. Pits crews, car owner, family and personnel related to any car are not allowed on the track following an accident or injury, unless requested by an ELKO Speedway Official.
- E. Any competing vehicle whose speed has reduced to a point where it causes a safety problem or retards the track activity will be removed from the racing surface at the option of the officials. If you do not adhere to the call, you may be disqualified with no points or prize monies.
- F. Any competing vehicle whose speed has been reduced to a point where it causes a safety problem while practicing for the race event night, may be asked to start at the rear of the field for the race events that night.
- G. No driver may get out of his car or stop on the track or infield to argue or discuss the race with any official. If this rule is violated, the driver may be disqualified for the event or suspended according to the decision of the officials.
- H. **Three wide racing will be tolerated under these guidelines:**
 - 1. **Passing is to be done with no contact (no bump and run) will be tolerated.**
 - 2. **You will be docked two positions for hitting, bumping, or moving other cars for position.**
 - 3. **It is solely allowed for the purpose of passing a slower car and to get around and continue racing. If a wreck is caused by making it three wide you will go to rear of field and others will be given their spots back.**
- I. A “Gentleman’s Tap Out” rule will be used in all divisions. If a driver feels they are solely at fault for an incident, they may pull to the bottom of the start/finish line and tap their roof, at that time only that driver will be sent to the tail of the single file line with all others deemed involved awarded their prior position. The driver must “Tap Out” ASAP. If he/she is wrecked and cannot drive the car to the start finish line, the driver must verbally “Tap Out” FACE to FACE with a track official that can radio the scoring tower.
- J. All flags or calls are based on the best judgment of the official or officials within the time necessary to make the call. Since some calls are a judgment on the part of the officials and, although they always try to make the correct decision, sometimes they may make an error. Our racing is hobby racing and let that control the situation, not anyone’s temporary emotions.

- K. As a rule, once the flagman has given the one lap to green signal, the green flag will be displayed the next time around. If the start is not acceptable, the yellow flag will be displayed before one lap is completed, and a complete restart will be done.
- L. **If a driver jumps the start or restart of the race, said driver will be penalized and will move back one row.**
- M. Any car not up to race speed or being operated in a manner determined as unsafe or not in the spirit of competition. Can be black flagged at official's discretion.
- N. The general rule is for the slow cars to stay down low on the track while the faster cars pass on the outside of the track. In rare cases, a car can pass on the inside; however, if that car cannot pass the other cleanly and down one straightaway, he/she should pass on the outside.
- O. Rough driving will not be tolerated, including driving in a reckless manner that causes an accident either directly or indirectly. Any competitor not obeying this rule will be docketed 2 positions at a caution or the end of the race or suspended for the night.
- P. Cars stalling or spinning out on their own or not up to speed, causing a caution flag, will be placed at the rear of the field the first time, and will be disqualified from the event if repeated. Any competitor intentionally spinning or stalling on the track to cause a caution will be disqualified.
- Q. If a driver spins in the infield, he/she can re-enter the race but must do so in a cautious manner and merge into the field in a safe manner, so as not to interfere with the other cars on the track.
- R. Any driver intentionally driving on the track or in the pits in such a manner as to endanger other cars or persons, may be disqualified and/or fined, and also may lose points and money awarded for that event.
- S. There is a 10 mph, or less, speed limit on driveways and in the pit area. Driveways must be always kept clear.
- T. In all ELKO Speedway events, there will be at least two lanes for racing. The front car has the right to pick their lane, but he must allow challengers another clear lane to attempt to pass. Cars using two lanes to block other challengers will be warned. **Cars will be given two warnings and stated as such so all spotters can hear the warning.** The car being challenged must immediately pick a lane. After the second warning from the race director, they may be black flagged.
- U. Fail to Tail rule:
 - 1. Will apply at all events when a yellow flag is displayed. Drivers who are involved will go to the rear and must restart in longest line! Involvement will be determined by race officials. Spin to avoid or stopping is will be determined by the Race Director
- V. Cautions:

All heat race restarts will be single file only:

 - 1. When the yellow flag and lights are displayed, all cars must hold position and slow to caution speed.
 - 2. Racing back to the line and/or gaining positions under caution will not be tolerated.
 - 3. All cars must get single file and bunch up quickly.

4. Any disputes in track position will be resolved by officials in the tower, or if necessary, revert to the last completed green flag lap as recorded by the transponder system.
5. Any car that was involved in the caution or didn't maintain reasonable speed will need to blend in the back of the field.
6. Rough driving will not be tolerated.
7. Any retaliation will be an automatic black flag for that driver and possible disciplinary actions.
8. Any driver getting out of the car during a yellow flag or going to the pits will **NOT** be allowed to rejoin the heat race.

W. Feature race restarts will be lined up double file order:

1. ELKO Speedway will utilize DOUBLE FILE RESTARTS in all divisions. The choose rule will be in effect during for the first two cautions. On the third caution, it will be single file only and for every caution thereafter. If a caution is presented inside of 5 laps to go, all restarts will be SINGLE FILE ONLY.
2. When the yellow flag and lights are displayed, all cars must hold position and slow to caution speed. Racing back to the line and/or gaining positions under caution will not be tolerated. All cars must get single file and bunch up quickly. Any disputes in track position will be resolved by officials in the tower, or if necessary, revert to the last completed green flag lap as recorded by the transponder system. Any car that was involved in the caution, didn't maintain reasonable speed or left the track during the caution will need to blend in the back of the field. Rough driving will not be tolerated. Any action deemed retaliation will be an automatic black flag for that driver.
3. Once the field is in correct running order, drivers will be notified by the flag man and race director that the orange traffic cone is about to be placed in the center of the track on the front stretch. Leaders have the option to choose either lane (high or low) and stay in that position. All cars behind the leader must choose the high (outside) or low (inside) lane for their restart. Drivers must select a lane upon reaching the start/finish line and must stay in that lane until the green flag is displayed. Cars may gain positions by selecting the shortest lane. Cars involved in a current caution or returning from the pit area are not eligible for the cone and will restart at the tail of longest lead lap line if they are not a lap down. Cars changing lanes after the cone will be given the consultation flag to report to the pits. They may rejoin the field at the tail end of the longest line. Lapped cars will ALWAYS drop to the bottom during cautions and fall to the end of the longest line of lead lap cars, in single file order. Passing is permitted after the green is displayed. Cars not up to racing speed or laps down will be sent to the tail end of the longest line on restarts.

4. In the case where the yellow or red flag is displayed after the white flag has been displayed, but before the race is complete, the race will be relined in single file. There will be a green flag lap, white flag lap, and then checkered flag.
5. In the case where the yellow or red flag is displayed after the checkered flag has been displayed and the leader has crossed the start/finish line the race will be considered complete. Any cars that have crossed the start finish line will maintain their position in the finish. Cars that did not cross before the caution came out, were not involved in the caution and maintained a cautious speed will be scored according to their last completed green flag lap.
6. IMPORTANT NOTE: IN NO SITUATION ARE THE CARS TO RACE BACK TO THE FINISH LINE UNDER YELLOW OR RED CONDITIONS...THIS INCLUDES THE FINAL LAP OF THE RACE.

X. Pit Stops –

Pit Stops are not allowed in Heat Races. This applies to all divisions.

1. Officials or anyone on track or infield are not allowed to touch cars, except to connect a car to a tow truck, or to clear the racetrack.
 2. Pitting under yellow, car must go to rear of field on re-entry.
 3. Any driver getting out of the car during a yellow or red flag, unless directed by an official, will restart the race from the rear of the field.
 4. Stop-and-go: Official must always be obeyed
 5. 10 MPH maximum speed in the pits, no matter what.
- Y. Cars must be moving and in line when the track is cleared. Failure to stay in line behind the lead car could result in a penalty (restart at the end of the field). Consideration will be given to cars who stop to “cool down” or save fuel.

SECTION 11 – RACE FLAGS

A. Green Flag – Start of Race

1. All cars must maintain position until the green flag is displayed (Nose to Tail). All starts and restarts will begin immediately when the green flag is displayed. In case of an accident before the first lap is completed, the cars will be lined up two abreast in their original starting position, except for those causing the accident that will be lined up at the rear of the field.
2. If a car attempts to pass on the inside (to the left) before the start/finish line on any start or restart, they will be penalized. The penalty for the infraction will be assessed by the Race Director.

B. Blue Flag with Diagonal Yellow Stripe – Passing Flag

1. The blue flag with the diagonal yellow stripe signifies that the fast traffic is overtaking the car being signaled. Cars being given this flag must prepare to yield to overtaking traffic.

C. Green Flag with Two Parallel White Stripes – Lane Choice

1. When the green flag with two parallel white stripes is displayed, any driver being challenged must:
 - a. Choose a lane either high or low on the racetrack
 - b. Must remain in that lane for as long as you are being challenged
 - c. Not obeying the lane choice flag may result in penalty and/or possible disqualification

D. Yellow Flag – Caution

1. The yellow flag signifies caution, and this flag will be given to the first car passing the start/finish line immediately following the occurrence of the cause for the caution. When the yellow flag is displayed, all cars, regardless of their location on the track, will slowdown and maintain position with respect to other cars. In the event a caution car is used; no car may pass the caution car unless directed to do so by an Official in the caution car. Any cars pitting under a yellow flag must fall to the rear of the field when re-entering the track. Any driver getting out of the car during a yellow flag, unless directed by an official, will restart the race from the rear of the field

E. Red Flag – Race Stop

1. The red flag means that the race must be stopped immediately regardless of the position of the cars on the track. Any driver getting out of the car during a red flag, unless directed by an official, will restart the race from the rear of the field. Any car moving during a red flag, unless directed by an official, may be disqualified. Any car leaving the racetrack during a red flag may be disqualified.

F. Black Flag – Consultation

1. Go immediately to the scale area in the motor pits. An official there will tell you what the problem is. It does not mean automatic disqualification. If you do not obey the black flag, the Director of Competition or Chief Steward, at his discretion, may discontinue scoring the car being displayed the black flag and points and purse will be altered accordingly. If a car is black flagged for leaking fluid or smoking it must be fixed and re-inspected by an official before going back on the track. Failure to be re-inspected could mean disqualification from that and/or all remaining events for that night. If you receive the black flag for a minor infraction such as leaking fluids on the track and/or smoking and you do not return to the race, you will be scored in the position according to the number of laps you have completed for that race. If you receive the black flag for a major infraction, you may be scored last place points and/or last place money or be disqualified. You may also be put on probation, suspended, fined or a combination of the previously mentioned.

G. White Flag – One Lap to Go

1. When the white flag is displayed, it means the leader has started his/her last lap for the completion of that race. In the case of an accident where the yellow or red flag is displayed after the white flag has been displayed, but before the race is complete, the race will be relined and

the event will be restarted with two laps remaining (green flag lap, white flag lap, then checkered flag).

H. Checkered Flag – End of Race

1. When a checkered flag is displayed, and the lead car has crossed the start/finish line, it means the race is completed, regardless of the laps completed. When the required race distance has been completed by the lead car, the race will be declared “official”. The driver receiving the checkered flag first in any feature race must bring his/her car to the starting line or designated area and remain there until released by the Track Official.
2. IMPORTANT NOTE: IN NO SITUATION ARE THE CARS TO RACE BACK TO THE FINISH LINE UNDER YELLOW OR RED CONDITIONS...THIS INCLUDES THE FINAL LAP OF THE RACE.

I. General Flag Information

1. A call for a flag by the race director, other than what the flagman might be displaying or what the track lights are displaying, takes precedence over what is being displayed on the track. An example of this would be if there is an accident and the race director calls for a yellow flag (Caution), and the flagman is displaying the checkered flag and the track lights are green, and this happens prior to the lead car crossing the start/finish line. In this case, the track would be under caution and the race would be restarted with two (2) laps remaining.

SECTION 12– AUTOMATIC SCORING SYSTEM

A. Timing and Scoring:

1. ELKO Speedway utilizes AMB automatic timing and scoring in ALL divisions. All cars in each division must run a transponder if they wish to participate in an event at ELKO Speedway.
2. If all ELKO Speedway rental transponders are rented out, some drivers may need to be line scored. The last lap will be line scored and reviewed with Mylaps.
3. Location of transponder will be verified by tech IF NEEDED AFTER REVIEW

B. You are responsible for making sure that your transponder is functioning. You can check on the internet at www.mylaps.com under ELKO Speedway. We also have Mylaps shown on the monitors in the tire building and in the tech garage. Race cars are not allowed to drive through the tech garage for the sole purpose of checking the monitor for their lap time.

C. If you own an AMB transponder, you will need to register the transponder number with the track when you draw. Transponder numbers are carried over from year to year. We highly recommend you check your number with scoring staff on first practice day. Please notify the ELKO Speedway scoring staff of any transponder number changes.

D. If you do not own an AMB transponder, one may be rented from ELKO Speedway on a nightly basis in the ELKO Speedway tire building.

E. Sharing of transponders between drivers is not allowed.

- F. All drivers must have a scanner; unless you are in the Late Model class your spotter must have a scanner.
- G. SPOTTERS: Team spotters in uniform and with radios will be permitted in selected elevated areas for certain events. ALL Spotters will be required to monitor the race director via scanner during all hot track activities. Spotters using FOUL or improper language to any other spotter and crew member or ELKO Speedway official is NOT allowed.
- H. **The Scanner Frequency for the ELKO Speedway is 454.0000**

'SPIRIT OF THE RULE'

Although every effort has been directed toward complete, understandable, and correct rules, as well as the same factors in putting those into print ELKO Speedway cannot possibly anticipate every situation, circumstance, or interpretation. With this in mind, we must refer to the 'Spirit of the Rule.' 'Spirit of the Rule' means very simply the INTENT OF every rule, classification, procedure and penalty. MODIFICATIONS, additional adjustments, changes, alterations, and/or replacements not covered by written rules should not be assumed to be legal under the 'Spirit of the Rule.' THE PHILOSOPHY behind the 'Spirit of the Rule' is to provide the best organized, safest motor sports competition for most competitors, sponsors and spectators alike. 'Spirit of the Rule' will be the final criteria by which the rules of the ELKO Speedway will be interpreted and invoked.

ELKO Speedway officials reserve the right to adjust this method as they see fit. Racing events may be changed to accomplish the best racing program. Heat races may be changed or eliminated and/or laps may be reduced in the features at the official's discretion to ensure the best possible event given the number of entrants and/or weather. Every racer is expected to participate in every event that it's possible for them to run. By refusing to participate because of disagreement with the length, type, or style of the race, racer is subject to suspension by ELKO Speedway Officials.