

2026 SLMR Series Rules
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All Rules in **BLACK** are from the Unified Dirt Late Model Car Construction Rules (provided by the LOLM & WOO)

All Rules in **BLUE** are from the Super Late Model Racing Series (SLMR) Rule Book

All Rules in **RED** are changes made for the 2026 season

If there are any interpretations between the unified rules and the SLMR Series Rule book, SLMR Rules in Blue or Red will supersede the duplication of the rule that is written in black.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

SLMR membership is \$200 for the 2026 season. An additional \$100 for each East and/or West Series membership, \$400 for both series. Membership is not required but is the ONLY way you can receive point fund money. Contingencies awards are specific to East or West members ,and your allotted provisionals throughout the year. **Memberships contingencies, points, etc. are based off the drivers, NOT car owners.** **You cannot collect contingency awards and/or special awards for both Series on the same night unless stated.**

For 2026, the Nutrien Ag fuel bonus money will be allotted to the top 12 in East Points and the top 12 in West points to be paid at the conclusion of each dual race. A regular SLMR membership does not qualify for the Nutrien Ag fuel bonus you must also be an East and/or West member. For clarification on who is eligible for the fuel bonus please direct questions to the series director and or I-80 Promotions.

Video footage at the race facility is property of SLMR series, posting video footage to YouTube, Facebook, and any other social media outlets without consent from SLMR series is prohibited.

Track share profit TV must be approved by the SLMR Series.

The 2026 Super Late Model Series (SLMR) Code of Conduct

The right to compete at a SLMRS event is a privilege, not a legal right. With that privilege comes certain benefits, responsibilities and obligations. Correct and proper conduct, both on and off the race track, is a responsibility of each race team's driver, owner, crew, family and fans. Bad action by these parties can reflect upon the sport and the SLMRS as a whole, as well as its other competitors. Ideally, SLMRS competitors and their teams are role models for the many fans who follow this sport. Therefore, the SLMRS views any driver or team's conduct, both on AND off the race track, which might constitute a behavior rules violation with great importance.

Action(s) that could result in discipline from the SLMR:

Heat of the moment actions or reactions, either on or off the race track.

Confrontation(s) by drivers, teams, owners, crews and families without physical violence (e.g. shoving match, shouting match, and/or social media).

Disparaging the sport and/or SLMR leadership or officials.

Verbal abuse of a SLMR official, media members, fans, etc.

Intentionally damaging another vehicle under yellow or red flag conditions or on pit road at any time during a SLMRS event.

Physical confrontation with a SLMRS Official, media member, fans, etc.

Driver/Team/Crew to Driver/Team/Crew confrontation(s) with physical violence and other violent manifestations such as significant threat(s) and/or abuse and/or endangerment, or threat by social media.

Attempting to manipulate the outcome of the race or championship.

Intentionally wrecking or attempting to wreck another race vehicle, whether or not that vehicle is removed from competition as a result.

Targeting another driver who is in a highly vulnerable position, such as already stopped with window now lowered; or whose vehicle has already had one or more of its safety systems affected by crash damage, such as an exposed fuel cell, damaged roll cage, and so on.

Premeditatedly removing another competitor from championship contention in a dangerous manner when not racing for position based on the available evidence and specific circumstances of the incident.

Without limiting the scope, examples could include a competitor "waiting" for another competitor and then taking action; taking a trajectory with the vehicle not normally taken such as from pit exit directly up into a vehicle in the racing groove; clearly forcing another competitor into the wall in an abrupt and unambiguous manner; and so on.

Public statement and/or communication that criticizes, ridicules, or otherwise disparages

another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition.

Being charged with or convicted of significant criminal violations (e.g. Domestic Violence, Trafficking, Assault), or having had determinations rendered by criminal or civil authorities that in SLMRS' judgment necessitate action. The SLMRS will not pre-judge guilt or innocence in the criminal or civil legal system, or the guilt or innocence of a Driver/Owner/Crew member, but rather review each matter in its own context and circumstances and with regards to its potential effects upon the sport.

Factors the SLMR may consider when reviewing a matter in dispute might include, but not limited to:

- When and where the incident(s) occurred.
- The perceivable or potential ramifications to others and/or to the race event where the incident(s) and the SLMR.
- Other available empirical data such as video, law enforcement reports, etc.
- The past history of the involved driver/team/crew.
- Possible effects to fans, safety workers, crew members.
- Any and all other extenuating circumstances.
- Was the explanation(s) plausible given the circumstances?
- Was there an indication of genuine remorse or attempts to work things out with the other party(s) in a civil manner following the incident(s)?

PENALTIES that the SLMR may levy for violations of the Code of Conduct listed above, to be decided by SLMRS Officials:

- Loss of points and purse monies for a given race event.
- One or more fines for relevant subsections listed above.
- Suspension from future SLMR event(s), both temporary or permanent.

On Track Penalties

- i.) **Black Flag** - means that you have been sent to the Pits (car to exit racing surface as soon as possible), whether it is a Heat, B-Feature, or A-Feature. If driver fails to exit the racing surface after being given the black flag, he/she will no longer be scored.
- ii.) **Disqualification** - means that you will receive a penalty in the form of affecting finished result of race and/or completed event competing in, championship points received for event, completion of entire event, suspension from future events, and/or fine. Penalties will be determine based on severity of penalty at the discretion of the SLMR Director.
- iii.) **After the initial green flag**, any driver, or any member of any team who works on the car during a caution, while the car is still on the track will be judged to have made a pit stop and will be sent to the rear. Only track or series official(s) may help with emergency fix on car, without tools on the track. If the official(s) are unable to fix a problem, they may send the car to the pits. This rule also applies in the event of an accident. Do not get out of your car unless you are prepared to resume the race at the rear of the field.

Section 1 - Series Decals & Contingencies

1. The Malvern Bank Series decals must be on the outer most 8" tall spoiler braces.
2. The Malvern Bank logo OR words 'Malvern Bank' must be on the bottom of the sail panels, directly behind the driver. This decal can be colored to match the color of your car/wrap but must be distinct and legible. If Malvern Bank is included as a major sponsor on the car, it is ok to run without the 'Malvern Bank' words on the sail panels.
3. **Nutrient Ag decal must be displayed on car (specific location and size TBD) to receive contingency.**
4. All series sponsors are recommended to be visible on the car. Each sponsor reserves the right to not give contingencies to drivers not running their decal/logo.
5. Recommended the nose piece has a headlight decal package attached.

Section 2 - Series Formats

1. Option whether to use time trials or draw will be determined by SLMR Series Staff and Track Officials.
2. Series qualifying format may be changed at the discretion of the SLMR Series or Track Promoter.
3. **Driver check-in: To be eligible for draw or time trials you must be checked in at the Series' trailer 10 minutes before the driver's meeting. Any drivers not checked in 10 minutes before the pit meeting may be assigned to the back of a heat race line-up or qualifying set. In the event of an emergency occurring a driver to run late, check in by texting 402-680-5300 and we will do our best to get you checked in. This year we may have driver's meeting over Raceceivers or Facebook Live video.**
4. **At Check in, drivers will draw a pill number which will determine the line up for qualifying and or heats.**
5. **Pre-tech will open 15 minutes after the pit gates open. It's the team's responsibility to make sure they've gone through the pre-tech line prior to driver's meeting. Drivers missing pre-tech may be fined \$100 if it is the team's fault, E.I.R.I.**
6. **SLMR Drivers meeting will take place at least 15min prior to the track pit meeting.**

A. Time Trial Qualifying Procedures

1. Time trial order will be determined by draw at the MBSLMR Series Trailer unless otherwise stated. Based on pill draw, cars will be placed into multiple groups, based on car count, the group you qualify with will be the same group you will heat race with. Ex. Qualifying group one = Heat race one
2. Qualifying results will have the top 6 cars in their group inverted for their starting position in their heat race. Ex. Fastest qualifier starts 6th, seconded fastest starts 5th, etc. Seventh place in time trials will still start 7th and so on back.
3. There will be finishing points for the heat races and qualifying. (See point system chart below.)
4. Total points of time trial and heats will determine starting line-up for the features, both A and B features.
5. Ties in points will be broken by fastest overall time in time trials (regardless of time trial group). Ties in time trials are broken by the scorers transponder system which goes down to the ten-thousandths (myracepass will only show to the thousandths). If the 4th digit is still a tie, the tie will be broken by the fastest second lap between the two drivers.
6. **If you do not obtain a qualifying time (due to breaking, crash, etc.) but have taken the green flag in time trials, the driver will be scored at the back of the qualifying group but ahead of any car who did not make a qualifying attempt.**
7. If your transponder doesn't read during hot laps, we will allow a transponder change, It's the

team's responsibility to make sure the transponder is mounted correctly and tested, check with tech officials if needed. Orange pouches are mandatory for transponders.

8. **If the transponder doesn't read during time trials, a tech official will attach a transponder and pouch to the lowest point on the rear fuel cell bar for time trials only. You will receive one timed lap if the transponder fails to read in hot laps and time trials. If the transponder reads during hot laps and fails to read in time trials, you will receive your two timed laps. If both the original transponder and the additional transponder reads during your qualifying attempt, the official timed lap will be recorded from the original transponder mounted on the left front lower frame rail where the bumper meets the frame. The pouch must be mounted on the frame behind the flange bolted to the front bumper.**
9. If a driver brings out the yellow flag during time trials, they will only get a chance to run one timed lap in their required session. If a driver completes a lap before the yellow comes out that lap will be scored and they will not have a second lap. All other drivers in the time trial session will get a total of 2 timed laps, if the driver who didn't bring out the yellow completes a lap before the yellow, they will have one lap after the yellow, if the remaining drivers didn't complete a lap they will run both laps after the yellow.
10. **If a driver misses their assigned qualifying group, they will be scored at the back of their time trial group. If more than one driver misses their time trial that are in the same group, all drivers who miss their qualifying session will receive last place time trial points. Ex. 8 cars total in your qualifying group, the 7th and 8th car did not make a qualifying attempt, both cars will receive 8th place time trial points.**
11. If a car does not make it to line up, the initial start of a race, or a complete restart all cars will be crossed in the line up order. Ex. If second place does not start the race, third place will be moved to second, fourth moved to third, etc. This rule applies to heat races, B Features, and A Features.
12. **If the scoring loop or transponder system were to stop functioning at the start of time trials, we will either hand time the qualifying groups with SLMR officials or will have heat races be lined up heads up from pill draw in your assigned qualifying group and will use the passing point chart in Section B below. Qualifying groups will not be reassigned.**

Time Trials & Heat Race Point System

| Time Trial Points | | Heat Race Points | |
|-------------------|--------|-------------------|---------------------|
| Finish | Points | Finish | Points |
| 1 | 100 | 1 | 100 |
| 2 | 97 | 2 | 97 |
| 3 | 94 | 3 | 94 |
| 4 | 91 | 4 | 91 |
| 5 | 88 | 5 | 88 |
| 6 | 85 | 6 | 85 |
| 7 | 82 | 7 | 82 |
| 8 | 79 | 8 | 79 |
| 9 | 76 | 9 | 76 |
| 10 | 73 | 10 | 73 |
| 11 | 70 | 11 | 70 |
| | | | |
| | | Heats: (- 0.7pts) | Per Position Lost |
| | | Heats: (+ 3.4pts) | Per Position Gained |

B. No Time Trials Draw for Heat Race Procedures

1. All drivers will draw for heat races, draw will be done at pit meeting.
2. Heat races will be divided by top down split draw. Example: If there are 3 heats 1st-2nd-3rd place in points standings will be in different heats by draw.
3. Starting positions will be scored off the first green flag, not the posted positions, a restart, or second flag.
4. Ties in finishing points will be broken by the driver who posted the number first or earliest heat race will get the higher position.

DRAW, HEAT RACE ONLY (NO TIME TRIALS) POINTS CHART

| | | Start | | | | | | | | | | | |
|--------|----|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Finish | 1 | 100.0 | 102.0 | 104.0 | 106.0 | 108.0 | 110.0 | 112.0 | 114.0 | 116.0 | 118.0 | 120.0 | 122.0 |
| | 2 | 94.9 | 95.0 | 97.0 | 99.0 | 101.0 | 103.0 | 105.0 | 107.0 | 109.0 | 111.0 | 113.0 | 115.0 |
| | 3 | 89.8 | 89.9 | 90.0 | 92.0 | 94.0 | 96.0 | 98.0 | 100.0 | 102.0 | 104.0 | 106.0 | 108.0 |
| | 4 | 84.7 | 84.8 | 84.9 | 85.0 | 87.0 | 89.0 | 91.0 | 93.0 | 95.0 | 97.0 | 99.0 | 101.0 |
| | 5 | 79.6 | 79.7 | 79.8 | 79.9 | 80.0 | 82.0 | 84.0 | 86.0 | 88.0 | 90.0 | 92.0 | 94.0 |
| | 6 | 74.5 | 74.6 | 74.7 | 74.8 | 74.9 | 75.0 | 77.0 | 79.0 | 81.0 | 83.0 | 85.0 | 87.0 |
| | 7 | 69.4 | 69.5 | 69.6 | 69.7 | 69.8 | 69.9 | 70.0 | 72.0 | 74.0 | 76.0 | 78.0 | 80.0 |
| | 8 | 64.3 | 64.4 | 64.5 | 64.6 | 64.7 | 64.8 | 64.9 | 65.0 | 67.0 | 69.0 | 71.0 | 73.0 |
| | 9 | 59.2 | 59.3 | 59.4 | 59.5 | 59.6 | 59.7 | 59.8 | 59.9 | 60.0 | 62.0 | 64.0 | 66.0 |
| | 10 | 54.1 | 54.2 | 54.3 | 54.4 | 54.5 | 54.6 | 54.7 | 54.8 | 54.9 | 55.0 | 57.0 | 59.0 |
| | 11 | 49.0 | 49.1 | 49.2 | 49.3 | 49.4 | 49.5 | 49.6 | 49.7 | 49.8 | 49.9 | 50.0 | 48.0 |
| | 12 | 43.9 | 44.0 | 44.1 | 44.2 | 44.3 | 44.4 | 44.5 | 44.6 | 44.7 | 44.8 | 44.9 | 45.0 |

C. A Feature and B Feature Lineups

1. No car/driver will be allowed to change their assigned heat race or B-Feature. When there are 2 B-Features the SLMR Race Director may reassign B-Feature line-ups.
2. All heat race winners will qualify for the A-Feature. If not already in on point system, driver will start in the **16th and 15th** positions and on up as needed.
3. After heat race winners are locked in the rest of the 16 A-Feature cars will be qualified in on points. Rest to the B Feature(s), lined up based on time trial and heat race finishing points. This procedure may be different on two day shows. Will be announced prior to qualifying.
4. The top 6 in finishing points after the heats will be inverted based on the last completed SLMR feature with any driver that didn't compete at the last event starting at the back of the 6-car invert. If more than one car is new the 2+ cars will be started heads up at the back of the 6-car invert based on points after time trials and heat races. (exception season opening race for East or West Series, or dual event top 6 will be a redraw). Sponsorship program (Skyline Bonus Starting Spot) or other factors may affect this lineup.
5. Top 6 invert will be based off the last event excluding dual events. East Series races will determine East line-ups, West Series races will determine West line-ups.

6. Drivers can make an attempt to qualify through the B Feature without one preliminary event leading up to the Feature. taking a green flag lap prior to the start of the B. Driver will start at the rear of the B Feature field.
7. 16 Cars will qualify to start the A feature event through time trial, heat race finishing points, and heat race winners. 4 car B-Feature transfers, plus 2 series provisionals, making a 22-car starting line-up. There can be two emergency provisionals, except in rare instances: track promotor, sponsor additions, or provisions could be added.
8. For Dual Shows, 16 cars will qualify to start the A feature event through time trial, heat race finishing points, and heat race winners. Then 4 cars from B-Feature transfers. 2 provisionals will be taken from each Series, making a 24-car starting line-up.
9. A Lap will be scored when the leader plus one (1) or more cars have passed the start/finish line. All cars that have not crossed the start/finish line prior to the yellow or considered involved in the yellow will be scored as they were running at the last completed lap. Cars involved being scored to the rear of the field of the completed lap. i.e. Split Scoring.
10. In the event of a caution on a checkered flag lap, the race is completed if the leader has been scored as having crossed the start/finish line and taken the checkered flag. All cars that have not crossed the start/finish line prior to the yellow or considered involved in the yellow will be scored as they were running at the last completed lap. Cars involved in the yellow will be scored at the rear of the field of that completed lap. i.e. Split Scoring.
11. Heat race & B Features will restart single file.
12. A Features will use Delaware double restart. Single lead car with double file behind, second place car choosing high or low. With 3 laps or less remaining all restarts will be single file. Due to track conditions or other circumstances in rare instances the officials can choose to change to a single file restart.
13. Any driver with 2 single car yellows will be asked to go to the pits.
14. A hot lap session is not considered a qualifying attempt. A driver is not locked into a car that they have hot lapped or practiced in pre-qualifying.
15. Hot lap sessions after heat races, not open to all drivers will result in the driver starting in the rear of the next feature race they are in that night. These hot laps must be approved by an official and are used only in rare instances.

E. Weighing and Scaling

1. All cars will weigh as directed by announcement, radio message or posted at the designated series trailer or scales, per the weight rule, and track layout. All cars must weigh in immediately following their Races as directed. Any detour, redirection, mud puddle meandering, may result in disqualification or penalty.
2. The winner must weigh prior to any Winner's Circle Interview or Presentation, unless directed otherwise by a series official.
3. The scales used for the event, provided by the series or the track, will be considered the official scales for the event.
4. Scales will be available for any team to verify its car weight as determined by the official scales for that event.
5. The number of cars to be scaled nightly will be announced at the drivers meeting, on the pit board and/or instructed via the driver's one-way radio. Changes to the number of cars to scale could be changed and announced over race receivers from that particular race.
6. At the scales, the car must present themselves directly on to the scales. The figure shown is the official weight for that car.
7. Officials will allow a car to re-scale (two) additional time by pulling off scale and pulling back on.

Reading of the final attempt will become the entered weight.

8. If, at the scales, the car fails to meet the minimum weight, the following penalties apply:
 - I. Qualifying: The car forfeits the earned qualifying points and will be awarded last place qualifying points. Driver will still start in their original position for their heat race.
 - II. Heat Race: The car forfeits any earned passing points and will be awarded heat race points for the last car remaining on the racing surface at the checkered flag. Remains eligible for the next qualifying race or feature; as their total time trial and heat race points would place them.
 - III. B Features or Last chance qualifiers: Car will be scored in the last finishing position of the race of the cars remaining on the racing surface at the checkered flag; this includes receiving that place points and monies. A member can still use a provisional to start at the rear of the A feature.
 - IV. A-feature- Car will be scored in the last finishing position of the race of the cars remaining on the racing surface at the checkered flag; this includes receiving that place points, monies, and will also be scored at the next single series event as a new car for the East/West feature invert.

F. Droop

- 1.) These penalties will be enforced on all Time Trials, Heat Races, B-Main and A-Main events:
 - i.) Fifty-one and one-sixteenth of an inch (51-1/16") to fifty-one and one-half inch (51-1/2"):
 - a.) Post Time Trials will result in a six (6) point deduction penalty to your total time trial points. Drivers will start in their original starting position in the Heat Race line up. Ex. 2nd fast time will still start 5th (third row inside).
 - b.) Post Heat Race will result in a twelve (12) point deduction penalty to your total heat race points. If you win your heat, you will lose your guaranteed starting position in the feature. If you still qualify for the feature based on total points, you will still retain your feature starting position with 7th being your highest possibly starting position.
 - c.) B-Main or A-Main will result in a three (3) position penalty for that event.
 - ii.) Fifty-one and nine-sixteenths of an inch (51-9/16") to fifty-two inches (52"):
 - a.) Post Time Trials will result in a twelve (12) point deduction penalty to your total time trial points. Drivers will start in their original starting position in the Heat Race line up.
 - b.) Post Heat Race will result in a twenty-four (24) point deduction penalty to your total heat race points and will forfeit any passing points gained in the heat race. If you win your heat, you will lose your guaranteed starting position in the feature. If you still qualify for the feature based on total points, you will still retain your feature starting position with 7th being your highest possibly starting position.
 - c.) B-Main or A-Main will result in an eight (8) position penalty for that event.
 - iii.) Fifty-two and one-sixteenth of an inch (52-1/16") or higher:
 - a.) Post Time Trials will result in the driver being penalized to receive last place time trial points. Drivers will start in the last starting position in the Heat Race line up. And will not be able to start better than 7th in the A feature.
 - b.) Post Heat Race will result in the driver being penalized to receive last place heat race points and will forfeit any passing points gained in the heat race.

c.) B-Main or A-Main will result in the driver being scored last for that event.
~~iv.) In an event format where points are being earned toward an overall event tally, driver will retain any points earned prior to the infraction. The driver will be awarded points for any event in which an infraction occurred based on the above penalties.~~

G. Lucky Dog, Lapped Cars

1. In only the feature event, at each caution flag the first car that is one (1) lap down to the field will be given back a lap.
2. The Lucky Dog Award will be given until three (3) or less laps remaining in the A-Feature event.
3. The highest running lapped car that is not involved in the caution flag will be given one (1) lap. In order to receive the lucky dog award, the driver and race car must remain on the track. Drivers must not pit under the yellow or red to be eligible. EIRI. The lucky dog race car may pit during the next yellow after the race has restarted.
4. A driver can only receive one (1) lucky dog per race. In the event that the highest running lapped driver has already received the lucky dog the next highest running driver that is not involved in the caution will receive the lucky dog.
5. The lucky dog must restart at the rear of the lead lap cars.
6. Lapped cars will start at the rear of the field on all restarts.

H. Driver Changes, Car Changes, Provisionals

- 1. Back-Up Car:** A driver can change to a back-up car or another competitor's car after hot laps before making a qualifying attempt of any kind. Hot laps are not considered a qualifying attempt. After any lap taken other than hot laps a back-up car is not allowed.
- 2. A driver that doesn't have a provisional or doesn't want to use their provisional:**
 - a. A driver change can happen with a qualified A-Feature car.
 - b. An A-Feature qualified driver may relinquish his/her driving duty to another driver/competitor before the green flag of the main event.
 - c. Driver must start last in the field in the qualified car.
 - d. The driver taking the original green flag in the qualified car will receive the points and pay of where the car finishes in the feature.
 - e. The driver that relinquished the A-Feature qualified position will be awarded the points and money of the driver they relinquished their car to.
 - f. This will not be considered a series provisional to the new driver.
- 3. A driver that has a provisional but has taken a green flag in any time trials or qualifying race:** Driver can use his primary car or any car that has taken a green in any time trials or qualifying race that evening to use their provisional.
 - a. This does not have to be a A-Feature qualified car.
- 4. A driver that has a provisional that has not taken a green flag in any time trials or qualifying race:** Driver can take any car that has or has not taken a green flag for any time trials or qualifying race including their primary car or competitor's back-up car to use for their provisional
- 5. Driver Provisionals:** You must be an SLMR Series member, memberships must be purchased before all qualifying to be eligible to use a provisional that night.
 - a. Your car must be legal to enter the race track for the feature event.
 - b. Selected drivers for the provisional spot will be the highest two drivers in points not already qualified for the A-Feature (must have a provisional remaining to use). These

two driver provisionals will be in addition to the 20/22 cars (depending on car count) that make the A Feature event through all qualifying. If there are no provisional driver(s) to accept these 2 spots, there will be no additional cars to be added to the 22/24 cars in the A Feature.

c. Dual shows will have four (4) total provisionals (2) from the West Series and (2) from the East series, the drivers selected for the provisionals are the highest driver in that series points not already qualified for the A Feature. Drivers in both East and West point standings who have provisionals available on each series and are next to be awarded a provisional will be informed which series they are being asked to use a provisional from. Drivers do not get to choose which series they use a provisional from. If a driver is asked to take a provisional from one series and declines, they can NOT be awarded a provisional from the other series. Series provisionals are only awarded to East and West Series members. Dual series points are NOT awarded provisionals. For clarification, please direct any questions to the SLMR race director or I-80 Promotions.

d. Three (3) driver provisionals will be awarded to all paid SLMR Series members, up to 12 races. One more provisional will be awarded after 12th race. You will be asked about the acceptance of your provisional after the B-Feature. Once you accept your provisional, if you do not start the A-Feature you will be scored in last place and your provisional will be counted as used. The first two races of the year, provisionals will be based off the previous years' final driver point standings.

7. Emergency Provisionals: Two emergency provisional will be awarded to a SLMR member driver that is highest in point standings after the regular provisionals and the drivers are perfect attendance. If a driver chooses to use an emergency provisional, he/ she will receive points for the A-Main finish but will only be awarded payoff for the difference of start money and their A-Main finish.

a. For the first two races of the year the point standings will be based off the previous year point standings. (West points are good for west races. East points are good for east races.)

b. Driver must have perfect attendance for the current season to be eligible for emergency provisionals.

c. Once a perfect attendance driver has used his two (2) emergency provisionals he/she may be granted additional provisionals if all other perfect attendance drivers are in the field.

I. Points

- A. A feature winner will receive 200 points, second place will receive 196, from there back each position will drop down by 2 points 194-192-190 so on with the minimum A-Feature points being 150 pts.
- B. The highest non-transfer car(s) from the b-features/last chance races will receive 148 points, second place will receive 147, from there back each position will drop down by 1 point 146-145-144 so on.
- C. Hardship Points: In the event of a hardship, a perfect attendance driver may receive (one-hundred thirty-five (135) points) for an event that had to be missed due to unforeseen circumstances. This would allow drivers to continue their perfect attendance in championship point standings for that season. The hardship points continue at each event there after until the driver returns. The awarding of hardship points comes at the discretion of the SLMR Series director and I-80 Promotions. If a driver races at a different event during a hardship event, the driver will forfeit all hardship points. If a driver who receives hardship points decides to drop

from the series, he will forfeit his hardship points. Drivers must contact the series prior to the race to be eligible to receive awarded hardship points, EIRI.

J. Purse

A. All checks and contingency bonuses will be mailed out early in the following week of the race. Please be sure correct paperwork and mailing addresses are turned into the Series. Tow money will be \$100 including in the B Features, unless otherwise posted.

B. Entry fee \$100.00, on all standard purse payouts (Dual or Special races may have a larger entry fee) will be collected at check in when you draw.

- i. Online entries will be an option IN ADVANCE for \$75 (savings of \$25)
- ii. Must be done 3 days prior to the event by 11 PM.

C. In the event of a rain out or cancelled show, all entries will be rolled over to the next points race, any entries not used by the end of the year will be refunded or rolled over to the 2027 season.

| POS | \$3,000 TO-WIN | ,\$4000 To-WIn | \$5,000 TO-WIN |
|------------|----------------|----------------|----------------|
| 1 | \$3,000 | \$4,000 | \$5,000 |
| 2 | \$1,500 | \$2,500 | \$2,500 |
| 3 | \$1,200 | \$1,700 | \$1,500 |
| 4 | \$1,000 | \$1,300 | \$1,200 |
| 5 | \$800 | \$1,000 | \$1,000 |
| 6 | \$700 | \$900 | \$900 |
| 7 | \$600 | \$800 | \$800 |
| 8 | \$575 | \$750 | \$750 |
| 9 | \$560 | \$700 | \$700 |
| 10 | \$550 | \$675 | \$650 |
| 11 | \$540 | \$650 | \$625 |
| 12 | \$530 | \$625 | \$600 |
| 13 | \$520 | \$600 | \$580 |
| 14 | \$510 | \$600 | \$560 |
| 15 | \$500 | \$600 | \$550 |
| 16 | \$500 | \$600 | \$540 |
| 17 | \$500 | \$600 | \$530 |
| 18 | \$500 | \$600 | \$520 |
| 19 | \$500 | \$600 | \$510 |
| 20 | \$500 | \$600 | \$500 |
| 21 | \$500 | \$600 | \$500 |
| 22 | \$500 | \$600 | \$500 |
| Dual 23-24 | | \$600 | \$500 |
| TOW | \$100 | \$100 | \$100 |

K. Point Fund

- a. Must attend 80% of events and be a paid member to receive any point fund and year-end contingency awards.
- b. Must complete 14 races, east/west Series, for point fund to be guaranteed due to any race cancellations. If 14 races aren't completed for one side the Position 1 (shown below) pay will not be paid out and all other payouts will slide up one position and a \$1,000 spot will be added in 12th place.**
- c. East/West Series Championship Point Fund
 - i. All the East races, including all dual races, plus best two finishes in West races as a bonus before the East Season Championship race.
 - ii. All the West races, including all dual races, plus best two finishes in East races as a bonus before the West Season Championship race.
- d. Dual Gold Series Point Fund
 - i. All Dual races, including three (3) best of East or West Series races as a bonus before the final season championship race.
- e. Points will be reset with your East/West bonus points before the final Championship race.

| POS | East Series | West Series | Dual Gold Series |
|-----|-------------|-------------|------------------|
| 1 | \$8,000 | \$8,000 | \$15,000 |
| 2 | \$6,000 | \$6,000 | \$10,000 |
| 3 | \$4,000 | \$4,000 | \$7,000 |
| 4 | \$3,000 | \$3,000 | \$5,000 |
| 5 | \$2,500 | \$2,500 | \$4,000 |
| 6 | \$2,000 | \$2,000 | \$3,000 |
| 7 | \$1,800 | \$1,800 | \$2,500 |
| 8 | \$1,600 | \$1,600 | \$2,000 |
| 9 | \$1,400 | \$1,400 | \$1,800 |
| 10 | \$1,200 | \$1,200 | \$1,600 |
| 11 | \$1,100 | \$1,100 | \$1,400 |
| 12 | \$1,000 | \$1,000 | \$1,300 |
| 13 | | | \$1,200 |
| 14 | | | \$1,100 |
| 15 | | | \$1,000 |

L. VP Fuels Rookie of the Year

- 1. To be eligible for Rookie of the Year
 - a. Driver must not have started more than 5 A-features in any one previous SLMR season
 - b. Driver must not have previously finished in Top 5 in the IMCA Summer Series, or any open motor series (MARS, MLRA, Lucas Oil, WOO).
 - c. Driver eligibility to be determine by SLMR director.
 - d. Must register as a rookie online prior to race start.
- 2. Rookie of the Year points
 - a. West Series-1 st place \$1,000, 2 barrels of VP LM + Fuel, and 2 Hoosier tires
 - b. East Series-1 st place-\$1,000, 2 barrels of VP LM+ Fuel, and 2 Hoosier tires.

3. All drivers running for Rookie of the Year must run the Series' rookie decal that can be given to the driver at check-in on race night.
4. Rookie points to be scored as listed below;

| | |
|---|----------|
| 1 st – 10 th Place | 3 Points |
| 11 th – 21 st + Place | 2 Points |
| B-Feature Finish / Show up | 1 Points |

EIRI (except in rare instances) Decisions of the officials are final and binding without exceptions! Any rule changes or clarifications during the course of the year will be published, and will be considered as an official part of the rules.

Penalties and or fines may be awarded up to one week after the checkered flag.

OFFICE INFORMATION

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