



2025 Lake View Motor Speedway Rules

Rules revised: 01-01-2025

2025 Rules Highlighted in Red

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General Track Rules

(New in 2025)

Reserved Outer Pit Parking for Big Rigs

Outer Pit Parking Spots marked with signs "Stackers/Toters Only Reserved" are for Stackers, Toters, Large RV'S, Tractor Trailers, or haulers/trailers in excess of 70 feet total length. If you are parked in a "reserved" spot, and your hauler does not meet any of the above criteria, you may be asked to move to the infield.

RV Hook Ups/ Electric Hook Ups:

RV Hook ups are for RV renters only, OR Race car haulers that would like to purchase electric hook ups on race nights. Anyone parked in an RV site with electric or full hook ups that are not using the utilities offered, may be asked to move to the infield.

- Lake View Motor Speedway officials reserve the right to delete change or amend rules in the interest of competition.
- Lake View Motor Speedway official's decisions will be final.
- Track management reserves the right to change rules as necessary during a season. Any rule changes will be posted in written form on the bulletin board at the driver's meetings, on the tracks Face Book page, or on the track's website.
- Track management reserves the right to refuse entry to any car, driver, or crew- member to the pit area or the grandstand.
- Anyone entering the pit area must read and sign a release absolving track owners and officials of any safety liability. Enter the infield or pit area at your own risk.
- Minors must be accompanied by a parent or guardian to enter the infield area. Parents must sign a release form for children under the age of 16 that enter the infield area.
- No vehicles parked in the infield pit will be allowed to exit until the entire race program is completed!
- Reserved infield concrete slabs are for race cars only, no personal vehicles allowed on or in front of a slab unless towing or hauling a race car. (If you reserved a slab and do not bring a race car, you lose that slab for that night.)
- Any changes in infield slab rental or reserved status must go through the racetrack management. Transferring rental from one race team to another without track authorization is not permitted.
- Track management reserves the right to alter reserved pit parking for special circumstances.
- Drivers and car owners are responsible for familiarity with the track rules. Rules and other procedures will be updated and emphasized at driver's meetings. Ignorance of the rules is no excuse.
- The race director will be responsible for interpretation of rules, scoring, flagging, track crew, safety, and other procedures. Decisions of the race director, general manager, and/or track owner will be final and binding.
- The racetrack reserves the right to adjust the purse in any division in which less than eight (8 cars or less) are entered for that night's competition.
- No passengers are allowed in or on race cars. No pit crew members can ride on race cars.

- No car allowed on track unless an emergency vehicle is present and the flagman is on duty.
- The racing program may be delayed or stopped due to adverse weather, time restrictions, or track conditions, at the discretion of the track owner/GM or race director. The speedway reserves the right to place time limits on all divisions.
- No personal cars are allowed on the racetrack.
- If it is necessary to cancel the race program for any reason, the program will be considered complete if one-half the program has been completed. NO REFUNDS FOR ANY REASON, IN CASE OF POSTPONEMENT/CANCELLATION OF EVENT, TICKETS MAY BE USED TOWARDS ONE FUTURE RACE ENTRY TO SPEEDWAY.
- No driver, car owner or crewmember will have any claim against the speedway for damage, losses or expenses.
- Drivers must be at least 16 years old. Drivers younger than 16 will be considered by track management on a case-by-case basis.
- Purse money must be claimed on the night of the race. Any prize money not picked up when the payoff window is closed that night will be forfeited. The pay window will close 1 hour after completion of the last event.
- Registration and drawing tables will be open until 6:30pm. Late entries must start at the rear of the field. **A car can only be registered in (1) class per night.**
- The start/finish line will extend through the deceleration/pit lane.
- Race officials will act on any situation not specifically covered in these rules.
- Drivers must attend the end of season Awards Celebration to receive their awards. In the event of an **emergency** a driver may send, their car owner, crewman in their place.

RULES OF CONDUCT/SOCIAL MEDIA

- Disorderly conduct, profanity, and fighting will not be tolerated at the speedway.
- Alcoholic beverages and illegal drugs are strictly prohibited in the infield area. Any person breaking this rule will be escorted off the premises by law enforcement personnel. NO MONEY (ENTRY OR ADMISSION) WILL BE REFUNDED.
- Track management reserves the right to inspect all vehicles entering the infield.

- Any driver or crewmember that drinks alcoholic beverages or uses illegal drugs before or during the race program will be suspended, fined and/or barred indefinitely. Second offenses may result in permanent suspension.
- Any of the following actions by driver, crew members, owner, or anyone else associated with a race team may result in fines up to \$500, suspension or loss of up to 100 season points for the driver:
 - Crossing/Entering the track during the race program and/or approaching flag stand.
 - Causing a disturbance *anywhere* in the pit area other than your own. If you cause a disturbance in another team's pit area, you are automatically to be at fault.
 - *Disorderly conduct, abuse, improper language, profanity or disrespectful conduct toward track officials, on or off track including social media.*
 - **(New in 2025)** Any driver, crew member or car owner that aggressively approaches ANY track official to verbally abuse, threaten, attack, argue or cause a confrontation will be disqualified by loss of points and zero payout. Any such persons approaching the flag stand, flagman, tower, race director, security officers, or tech officials with ill intent can be disqualified, removed from the property, fined and/or suspended.
 - Destruction of facility property.
 - Delay of the race program. Fighting or other malicious activity detrimental to human safety may result in a fine up to \$1,000 and any other punishment deemed necessary by management.
 - *Unsportsmanlike conduct or participation in any action or activity considered detrimental to LVMS, the staff, officials, fans or participants at an event or on social media by drivers, owners, crews or anyone associated with their race team shall be grounds for disqualification, loss of season points, suspension and a fine of up to \$500.*
- **Congregation at Scales/Tech Area**
Any crew or family members congregating at scales and/or tech area causing a disturbance will result in that driver's disqualification from the event. Disqualification can be loss of payout and/or points (or both) at the discretion of management.
- **Social Media Policy**
 Any content submitted online through the medium of the internet by those participating or officiating at LVMS should not contain material that could be deemed to be threatening, harassing, bullying, illegal, obscene, defamatory, slanderous, or hostile towards the track, track staff, any individual, team, fans, sponsors or entity participating or officiating at LVMS events. Penalties can include disqualification, loss of season points, temporary or permanent suspension, and fines up to \$500.00.

1st Offense- You will be blocked from our FB Page, but still allowed on property.
2nd Offense- You will not be allowed on property for the next 3 events.
3rd Offense- You will permanently be banned from the property. NEW IN 2024.

 Social media is a part of our daily lives, and when used correctly is an important place for our sport to discuss issues and promote our activities. This policy is not intended to restrict the good. Rather, it is to assist in curbing the more dangerous and damaging activities that have become or may become an issue.

- Drivers and car owners are responsible for the actions of their crew members, families, sponsors, and *anyone associated* with their team or car. You can be fined and lose points for their actions. Altercations of any type will result in immediate two race suspension and at least a \$500 fine. Keep them under control.
- Possession of weapons on the speedway premises is strictly prohibited.
- Fines and suspension must be settled with track management before an individual will be allowed to return to the track.
- One-year suspension may be for an individual calendar year, or for the race season.

RACE CAR MAINTENANCE AND SAFETY

- Track officials will perform no work on damaged race cars except visual inspection.
- If the car is deemed safe to race after track officials' visual inspection the driver may resume his position.
- No work on race cars will be done on the track by pit crews or track officials. If a car has suffered any damage from a racing incident, officials at the top of turn 1 will visually inspect damage and order driver to either continue racing as is, or driver must enter his/her pit area for repairs before returning to the racing surface.
- Any other work on the car must be done in the pits. Any car entering the pits for repair must go to the rear of the field when returning to the track.

GENERAL SPECIFICATION FOR ALL CARS AND SAFETY

- All doors must be welded or bolted chaining allowed.
- Body alterations limited to trimming for tire clearance will be allowed.
- No convertibles, jeeps, or station wagons are allowed.
- All cars must qualify and start the race with hood, fenders and doors in place. [If a car loses parts during a racing incident or wrecks on the track, those parts can be retrieved and added back on the car [if needed] to make legal weight at end of race.]
- All upholstery, except the driver's seat, must be removed. All glass must be removed.
- All clip-held body trim must be removed.

- Roll bars must be installed front and rear. There must be four side collision bars on the driver's side. Roll cages must be constructed of a minimum 1 1/2" O.D. boiler tubing, high-grade steel or Chrome moly tubing. Galvanized pipes are not allowed.

Top of roll cage must be re-enforced with

Steel tubing braces sufficient to prevent collapsing upon impact. All cars must pass roll

Cage safety check.

- **Each car must be equipped with an SFI 16.5 or SFI 16.1 approved 5-point harness seat belt restraint system.** All belts must have a date tag and be no more than four (4) years old. Seat belt restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer.
- Seat belt webbing that encounters any sharp or radiused metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications. It is the responsibility of the driver, not the Officials or the Promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained, and properly used.
- Belts must be fastened to frame or roll cage. **A five-point safety harness is required.**
- Front and rear bumpers must be standard OEM-type with no sharp edges. Track officials must approve of any other bumper.
- The car number must be displayed on each side, on top of car, and on the right front visible from the front of car. Number size is minimum 18" on sides and top. The top number should be visible from the control tower when the car is on front stretch. The Race Director may temporarily change the car numbers to avoid duplication.
- Gas lines must be routed safely away from the driver.
- Nitrous oxide systems are not allowed.
- Turbochargers and superchargers are not allowed.
- Firewalls are required between driver and engine, and between driver and fuel tank. All firewall openings should be sealed. Exhaust should exit behind the driver and the side of the car.
- Solid floorboards are required.
- Collapsible steering columns are recommended for safety purposes.

- Batteries must be mounted securely under the hood or in the rear of car with approved straps. No rubber straps or plastic ties. Batteries may also be mounted inside the driver's compartment if fully enclosed and securely strapped.
- Battery disconnect switches should be located near the driver, within easy reach of safety personnel.
- All cars must have a track-approved drive shaft bracket. The bracket should be of steel at least 2" wide by 1/4" thick and should be in the front 25% of the drive shaft.
- Drive shafts must be painted white.
- All cars must have window nets or a metal driver's seat with five-point harness and headrest on both sides.
- All cars must have a tow chain or eyebolt front and rear.
- No radios are allowed in any car; all cars must use race-ceivers.
- All cars must go through tech inspection upon first appearance at the speedway. If a car does not pass, the driver or owner will be informed of the problem. At the discretion of the tech official, cars that do not pass inspection may be allowed to compete one time only. At no time will an unsafe car be allowed on the track.
- Track officials have the right to inspect any race car at any time. Unsafe race cars may be disqualified at any time.
- A properly charged fire extinguishing system is recommended within easy reach of the driver.
- Approved racing seats are required. Seats must be secured to brackets attached to roll cage or chassis. All racing seats must have head rests on both sides.
- All drivers must wear protective racing gloves. A Hans Device or equivalent or a neck brace is mandatory.
- Items not specifically listed in the rules will be enforced at the discretion of the tech inspector. No equipment will be considered as having been approved because of having passed through unobserved inspection.
- Hot laps will be combined with qualifying on some nights to keep the race program on schedule.
- All cars must report to the starting grid when called. Cars reporting late may be required to start at the rear of the field.

- Any driver changes after sign-in must be reported to track officials before the race starts. Failure to report such a change may result in disqualification, suspension and forfeiture of winnings.
- **(New in 2025) If there is a driver change** after the car has qualified for position in the main event the car will be put to the rear of the main event. If you do not notify scoring of this change, you will be disqualified, resulting in last place points and zero payout.
- All competitors must leave the infield area when infield lights are turned off.
- Tech inspectors may request that sheet metal be replaced for safety reasons.
- Each driver must wear a fire-resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
- Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3label.
- Anyone receiving injuries while at the speedway must report the injuries to the race director, EMS, and safety coordinator before leaving the facility.
- All ballast weights must be painted white with car number, division and driver number shown on weight. Anyone who loses a lead weight on the track may be subject to a \$50 fine.
- Transponder Location: All Westhold Transponders for all classes must be mounted on the right rear axle tube between the housing and the wheel. The Transponder must be mounted securely with the flashing light facing toward the front stretch wall while driving down the front straightaway. No Exceptions!

RACING PROCEDURES

- **(New in 2025) Incident Retaliation Procedure.** Any drivers who perform retaliation maneuvers or actions on the racetrack from an incident (whether deemed intentional or accidental) will be sent to the rear of the field or could be disqualified to last place with zero payout.
- **(New in 2025)** All flags or calls made are based on the best judgement of the officials within the time necessary to make the call. Since some calls are a judgement on the part of the officials, they will always try to make the correct decisions.
- **THIS IS HOBBY RACING AND WE NEED TO LET THE OFFICIAL'S JUDGEMENT CONTROL EACH SITUATION, NOT ANYONES TEMPORARY EMOTIONS! THE RACE DIRECTOR HAS THE FINAL AUTORIZATION FOR ALLOWING A CALL TO STAND DURING THE RACE.**
- All cars will enter the track at turn 1 and exit the track on the back straightaway only.

- If a driver wins three races in a row, it is at the track owner’s option that driver will draw a pill between 3 and 8 after qualifying to determine starting position for the next regular event, or a bounty may be placed. If the next event is a special money event or a twin feature event for that class, it will carry over to the next regular money/points event if the driver wins again. The track owner will continue the bounty, or the driver will continue to draw a pill for the starting position until there is a new winner.
- Heat Racing will be implemented on a rotating basis throughout the season.
- Cars may be black-flagged for the following:
 - Driving in a hazardous manner on the track or in the infield.
 - Disregarding a “passing” or “move over” flag two times.
 - Being involved in two cautions.
 - Interfering with the race or causing a hazardous condition while entering or leaving the pits.
 - Refusing to go to the rear or assume correct lineup position after a caution.
 - Stopping at the flag stand or first turn during the race for reasons other than information about track conditions or position.
 - Failing to maintain sufficient speed to race safely.
 - Intentionally hitting another car.
- A car’s lap will not be counted after two laps under the black flag for that car.

Yellow Flag/Caution Policy

- Any car(s) **assisted or unassisted**, that causes a caution, **or that is involved in a caution, will go to the rear of the field. (New in 2025)** Races will be stopped for safety reasons only. After the caution, cars will line up according to the last completed, scored lap. The field will be given two laps after the caution to assume the correct lineup.
- If two cars spin out together under racing conditions, both cars must go to the rear. If a car is not involved in a wreck but spins to avoid without making contact, that car may keep its position. **Any intentional contact could result in that driver being placed at the rear of the field, black flagged or disqualified. Once the race director’s decision is rendered, it is final and binding. (New in 2025)**

- Under a red flag, cars are to return to the flag stand or designated spot by the race director and come to a stop. Any car that enters the pit under a red flag will go to the rear of the field.
- If a crew member goes onto the track to work on a wrecked car or assist a driver in any way other than in the designated area on pit road or the top of turn 1, that car will be black flagged and sent to the pits. 1 crew member [1 person] per car under yellow flag. If a crew member goes onto the track to start an altercation, with another driver or official, the crew member and driver could be suspended, scored last place points and/or fined. **STAY OFF THE TRACK!!! STAY BEHIND THE BARRIERS!!!**

- If a driver gets out of their car on the racetrack, they will be disqualified. DO NOT GET OUT OF YOUR RACECAR WHEN IT IS ON THE TRACK. This rule does not apply if there is a safety issue.
- No one is allowed on the track under red flag conditions.
- Any car which intentionally delays the race or intentionally causes the caution flag, will go to the rear of the field and may be disqualified at the discretion of the race director. **Race Directors decision is final and binding.**
- In the event of an exact tie at the finish line based upon electronic scoring, the car on the inside at the finish line will be declared the winner.

SCORING PROCEDURES & FLAG RULES

- All drivers must be prepared to compete in the event for which they are scheduled.
- If a car is not in position when the division pulls from the staging area, they will be relegated to the rear of the field.
- You must run in the heat race or group that you are assigned to on the race line-up. No changing heats or groups. Penalty for infraction of this rule – start in the rear for the feature or Consi.
- Spinning out during group qualifying will result in loss of your fastest lap time.

STARTS/RESTARTS

- The flagman will determine initial start.
- **(New in 2025)** Double file starts on all initial starts, and restarts, unless otherwise stated during the evening events. Track officials reserve the right to run single file re-starts when deemed necessary.
- **(New in 2025)** Restarts are started by the leader in the designated start area. (VP Start Zone) As the leader enters the start zone at the red stripe on the wall (in the VP Start Zone), the flagman will throw the green which starts the race. Once the flagman has thrown the green flag and turned on the green lights, the race has started.
- **(New in 2025)** The pole sitter can choose the inside or outside starting lane on the initial start. The flagman will allow two attempts at a double-file start. After two attempts, the first and second row will be inverted for the third attempt. After the third attempt a single-file start will be used.
- All cars will be racing back to the flag on the first lap if a caution comes out.

- **(New in 2025)** Any cars that lose their position by going to the pits or any other reason during a restart, race director will move the entire row of cars up.
- On the last lap if a caution comes out, the race will restart with a green/white and then checkered. Any car or cars causing the caution will be placed in the rear of the field.
- Any cars that go to the pit area will be placed at the rear of the field.
- Any car, or cars, that jumps the initial start of the race will be moved back one row. Any car lagging back to get a run will be moved back one row. The flagman starts the race on the initial start by waving the green flag and displaying the green lights.
- The leader must maintain a constant pace at a reasonable speed. No brake checking. On a restart, you may not pass on the inside or outside before the designated line. (The chalk line/red stripe/cone on outside wall) Beyond this point, you may pass upon the leader firing, or green flag, and green light being displayed.
- If a car jumps a re-start, it will be penalized one lap unless it gives up the position before the scoring line. This will be stated over the race-ceivers.
- All cars bringing out the caution flag will be sent to the rear of the field. When the caution is called, slow down, hold your position and come around for the remainder of the field to be scored. No passing other cars under caution.
- During restarts, the lead scorer will provide the track officials with the proper running order. All attempts will be made to get the cars back in their proper running order. Any driver that refuses to let another driver into his/her position will be shown the black flag. The lead scorer has final word on the line up for all events.
- **(New in 2025)** Completed Laps Definition: A completed lap (for scoring purposes) is official when the top 3 positions cross the start/finish line. If a caution comes out BEFORE the top 3 cars cross the start/finish line, the scorers will line the cars up according to the POSITIONS OF THE LAST "COMPLETED" LAP.
- Any car that intentionally hits or spins another car on the last lap of the feature to gain a position will be placed to last place position resulting in loss of payout and zero points.
- **(New in 2025).** Any competitor intentionally or carelessly spinning another competitor (if determined by race director) will be placed in the rear of the field and may be disqualified for rough driving resulting in zero payout and last place points.
- Any car that spins or slows to avoid a wreck or hitting a spinning car can go back to its original position, at the discretion of the race director.
- Any car that brings out two unassisted cautions will be sent to the pits.
- Any car that brings out/or is involved in three total cautions will be sent to the pits.
- Any car that can't maintain a reasonable speed will be sent to the pits.

- Lapped cars will go to the rear of the field.
- Caution laps will not be counted.
- We will count the last “completed lap” by the leader for scoring. Once the leader has crossed the scoring line and caution is accessed, others not having crossed the line will be given that lap as they cross the scoring line. If you go to your pits without crossing the scoring line, you will not be scored on that lap. Scoring will be based on your position when caution comes out.
- Any car that receives the black flag will no longer be scored. If a car is ruled to be a danger, the race will be stopped, and the car will be forced into the pits. This will be stated over the race-casters.
- Cars receiving the move over flag need to adhere to this flag. This means allowing the leaders’ room to pass. **(New in 2025) Hold your line AT THE BOTTOM of the track** unless otherwise instructed by the race director.
- If a driver is not registered 10 minutes prior to the start of the driver’s meeting they will start at the rear. Register upon arriving at the track.
- Westhold transponders (yellow) will be required. It is the responsibility of each driver to register the transponder with the scoring tower and verify it is working properly. (If you do not own a transponder, they will be available for rent at the track.)
- Any car on the lead lap with a flat tire will be given two laps from the time the car enters the pit to repair the tire. Courtesy laps for flat tires are awarded once per race. Cars going into the pits for any reason will go to the rear of the field.

Track officials will use flags for the purpose of providing the drivers with information. Lights will be used in addition to flags. Any car that gains a position prior to the display of any green flag will cause a restart and will be placed in the rear of the field.

GREEN FLAG (Start of the race) – In all races, each car must remain in assigned starting position, and the No. 2 qualifier must not beat the No. 1 qualifier to the dropping of the green flag. No passing before the flag stand. **(New in 2025) All cars must maintain position until the green flag is displayed. Double file on all starts and restarts will begin immediately when the green flag is displayed.**

YELLOW FLAG (Caution) – The yellow flag signifies caution on the track. All cars shall slow down and maintain their position with respect to the other cars on the track. In all regulation events, laps run under caution will not be counted toward the total laps allowed for that race except on the last lap. Any driver who leaves the track while the race is under caution, may go into the pits and return to the track without losing a lap, but must go to the rear of the field. When the yellow flag is displayed, cars will be placed in the position they held on to the last lap completed prior to the caution.

Policy for Calling Cautions on the Racetrack: All cautions are called by the race director, and only the race director. When a caution is called for safety, it must be a full course caution, utilizing the 5 safety lights and 3 flaggers all at the same time, per the race directors’ orders. The race director, watching from the tower, is the ONLY official who has the entire view and visibility of the entire track.

Individual flaggers, including the starter, have very limited, and sometimes zero visibility on the entire racing surface.

Turns 1, 2, and 3 spotters are there to inform the race director of a safety issue if one arises, in their designated area of view. The calling of caution flags will be at the race director's discretion based on driver's safety being the number 1 priority.

RED FLAG (Danger – Stop Immediately) - The red flag shall be used when the track is judged unsafe for racing to continue. All cars must stop immediately, regardless of position on the track, and must remain stopped until directed by a track official. Track officials only are allowed on the track during red flag condition.

BLUE FLAG with DIAGONAL STRIPE (Move Over) – The blue flag with a diagonal yellow stripe signifies that faster traffic is overtaking the car being signaled, and that car should **move to the bottom of the track**. If a driver receives the move-over flag on three consecutive laps and does not yield to faster traffic, he will be black-flagged.

BLACK FLAG (Report to Pits Immediately) - The black flag indicates that your car is creating a potentially hazardous condition on the track, or that you are violating a track rule, procedure or a directive from a track official. If a black-flagged car fails to heed the flag for two laps, scoring for that car will discontinue until the flagman gives further notice. Penalties for ignoring the black flag will range from one lap to disqualification, at the discretion of the race director. When a black- flagged car enters the pits, he will be directed by the pit steward as to the reason for the black flag and the appropriate actions to be taken. If the car is able to return to the track, scoring for that car will resume at that time.

WHITE FLAG (One Lap Remaining) – The white flag will be displayed when the leader has started the last lap of the race. No car may receive any assistance after the white flag has been displayed.

CHECKERED FLAG (End of Race) – The checkered flag will be displayed at the completion of the race. When the checkered flag is given to the leader, the remainder of the field receives the flag in the same lap. Upon entering the infield area, the top three finishes in any feature must go immediately and directly to the scale house to be weighed. Failure to go directly to the scales will result in disqualification.

LVMS PROTEST RULES (OR REFER TO SANCTIONING BODY PROTEST RULES)

(Unless otherwise specified, TRACK PROTEST RULES WILL over-ride any sanctioning body protest rules)

- Only the driver or car owner may protest, and protests are limited to the top 3 finishers in each division. *Only ONE item/part can be protested. Any other items/parts in question will be considered a separate protest.*
- To protest a car, you must finish one spot behind that car. You can only protest the 1 car that finishes in front of you.

- The technical inspector must receive protest and protest money at the scale house immediately after the race. The protest must be accepted or declined by the protested team within five minutes of the filing of the protest.
- Visual protests (those requiring no disassembly or removal of parts) must be made to the tech inspector before qualifying. Only one visual protest per team, per night. The visual protest fee is \$100, which is retained by the track. Visual protests are only eligible for cars that are parked in the drivers pit area. You cannot visually protest a car that is not in the drivers pit area or that is already moving to enter or exit the racing surface.
- Protested cars must go immediately to the tech area. If the protested driver does not accept the protest, he forfeits all points and his purse money for the night and the protester will be refunded all the protest money.
- The protest area will be off limits to all but track personnel and two team members from both the protesters and protested. The two team members can only be the car owner and driver, or if the owner drives a crew chief will be allowed. If any conflict arises during the protest the protest will be cancelled by the track and the party that caused the conflict will forfeit the protest and lose the money. After a part (or parts) are ready for inspection, the tech inspector and one representative from both the protester and the protested will be allowed to witness the inspection. The tech inspector's decision at this time is final.
- All protests which require a volume inspection (cubic inches or cubic centimeters) must be ready for inspection within 60 minutes of the time the protest is posted.
- Cars found to be illegal will cause forfeiture of points and purse money earned that evening.
- Once the protest is filed with the track official, it may not be rescinded unless all parties involved agree.
- Only one protest, per division, per night allowed.
- Cars found illegal more than one time will lose 100 points in addition to the penalties previously described.

2025 LAKE VIEW MOTOR SPEEDWAY PROTEST FEES:

P and G test	\$300.00 (retained by track)
Visual Protest	\$100.00 (retained by track) (see visual protest policy above)
Engine Teardown	\$300.00 acceptance fee retained by track, (plus refer to series rules)
Late Model	\$500.00 acceptance fee retained by track, (plus refer to series rules)
Street Stock	(New in 2025) Refer to Mid-East Street Stock Rules
NE Modifieds	Refer to LVMS 2025 NE Sportsman Modified Rules
Sport Compact	\$50.00 Visual only (non-refundable retained by track)
Stock V8	(See 2025) Stock V8 Rules

Tire protest \$150.00 per tire goes to the track. (Any class) No tire protest money is refunded.
(See tire protest policy below)

Shock protest \$50.00 for up to 4 shocks goes to the track. (Any class) No money is refunded.
(New in 2025) See Series Rulebooks for specific shock protest policies.

BASIC PROTEST POLICY: (Unless otherwise stated)

If a protested car is found to be illegal, the protester is refunded his money, minus track fee. If a protested car is found to be legal, the protester forfeits his money, minus track fee, to the legal car.

VISUAL PROTEST POLICY:

Only cars PARKED (and visually protested cars must be parked IN THE DRIVERS PIT AREA) are eligible to be visually protested. You cannot visually protest a car that is MOVING through the pit area preparing to stage or enter /exit the track surface for qualifying, practicing, or racing.

TIRE PROTEST POLICY:

Any tire that is protested by a fellow competitor for chemical alteration must be removed immediately from the car (after sample is taken) by car owner/driver/crew to be retained (confiscated) by track officials until tire sampling results are returned by the lab. The track officials will store the tire until the lab results are returned. If the lab results show the tire as legal the tire will be returned to the driver. If the lab results deem the tire to be illegal, the tire will be retained by track officials and destroyed and rendered no longer useful.

ENGINE PROTEST POLICY: (Teardown) (Unless otherwise stated in CLASS/SERIES rules)

\$1000.00 plus \$300.00 Acceptance fee paid to the track. Engine will be impounded by track officials and taken to a certified engine builder. The winner of the protest receives \$1000.00, owner of engine being protested is responsible to pay any/and or all engine builder fees or costs. Any other costs or fees outlined by a series or series rules are the responsibility of the protester and to be paid by the protester.

FRIVOLOUS PROTEST POLICY:

LVMS Track Officials will not allow any drivers or car owners to file a protest by exploiting the protest mechanism based on personal disputes or grievances between two parties. Once a protest is filed, LVMS Officials will determine the integrity of the protest and ensure it is valid based on the fairness of competition. Any driver or car owner that files a protest deemed frivolous by LVMS Officials will no longer be able to file a protest for the rest of the season.

SCORING PROTEST POLICY: (New in 2025)

Scoring protests must be made after the completion of the nights racing events. Scoring protests will only be done in an orderly and professional manner. NO ARGUING! Any disorderly conduct including raising voices, arguing, cussing, etc. will result in disqualification and zero payout.

DISPUTES POLICY (New in 2025)

WHAT

- **(New in 2025)** Any disputes or questions about technical rules, illegal equipment, scoring, positioning, etc. must be made by 1 driver OR 1 car owner ONLY. The track management (Scott and Tim) will resolve any disagreement over technical questions, racing incidents, or race track operations. When the decision is made, such a decision is final and binding.

WHO

- **(New in 2025)** See Scott and Tim ONLY! ALL Disputes must be brought to Track Management, Scott and Tim ONLY. Disputes are NOT to be handled or addressed by any staff directly or indirectly. Do not approach any staff with disputes or arguments. Disputes must be made by 1 driver **OR** 1 car owner only! No Exceptions!!

WHEN

- **(New in 2025)** ALL Disputes must be calmly and professionally addressed at a meeting at the end of the night's events. The meeting with track management will take place 15 minutes AFTER the last checkered flag flew.

WHERE

- **(New in 2025)** ALL Disputes must be calmly and professionally addressed at a meeting located at the brown building during the evening payouts.

RULES AND PENALTIES EXPLANATION AND CLARIFICATION (New in 2025)

OUR MISSION

- To provide a safe and fun place to race for families to enjoy evenings together to build long lasting relationships and friendships in dirt track racing.

FOREWORD

For ALL drivers, fans, crews and staff **SAFETY** is our **NUMBER 1** priority.

*****Note: The following rules, penalties, and clarification are meant to be guidelines*****

- Rules broken regarding safety will hold the highest possible penalties and these type actions/violations **WILL NOT BE TOLERATED** on or off the racetrack.
- The race director will be responsible for the interpretation of the rules, scoring, and flagging of the event. The race director has full control during a race too:
 - A)** Black flag a car to remove it from the racing surface resulting in a DQ. DQ is the last place finish in scoring.
 - B)** Penalize any car/driver by changing its position in the line-up (during or after a race) and as necessary.

- Any rule violations, penalties and the **extent of penalties** will be decided by Tim and Scott. **No other staff members can disqualify or assess penalties to any team or drivers.**
- Immediate penalties can be implemented based on circumstances at the time of the violation during the racing event. All decisions made can be reviewed and will be finalized and made official quickly **or at the latest by next Wednesday from the race night the violation occurred.**
- The severity of penalties handed down will be based on intentional and non-intentional violations, and the degree of those violations. **Below is a guideline** used for 1st Offenses to determine penalties and enforcement actions. Any 2nd and 3rd offenses during the racing season can result in 1st degree violations and enforcement action.

Non- Intentional Rule Violations of the 3rd degree

- **Penalty:** Warning (1st Offense) Corrective action required, technical handicap if approved by staff and/or competitors.
- **Example:** loss of weight from fuel burn due to excessive laps, misunderstanding of rules not 100% clarified in a rule book, loss of car weight from accidents on track, etc.
- **Enforcement Action:** Driver will be notified verbally the evening of the race during the event by race officials.

Intentional Rule Violations of the 2nd degree

- **DQ-** Results in last place points scored that race and ZERO money at payout.
- **Black Flagged** – No longer allowed on race track that evening.
- **Example:** Intentional cheating for an advantage, blatant rough driving during the race, intentionally driving reckless in the pits endangering others, causing a disturbance in the pits/fighting, etc.
- **Enforcement Action:** Driver will be notified verbally/text/email regarding the incident. Verbal/Written warning is issued with penalties and fines assessed. Driver will be put on a “probationary period” if he/she returns to race during that season. Penalties can be monetary or race suspension(s), depending on the seriousness of the incident. 2nd degree rule violations will result in a personal meeting with violators and track officials before the violator can return to the race.

Intentional Rule Violations Affecting Human Safety [1st degree]

- **DQ-** Results in ZERO points scored that race and ZERO money at payout.
- **Example:** Any acts with any intention of hurting someone or intentionally risking the safety of others.
- **Enforcement Action:** Driver will be notified verbally/text/email/ or written document regarding the incident. Fines and Penalties may be assessed if driver is allowed to return per track officials.

1st Degree penalties can result in multiple race suspensions, banned for remainder of season, barred from entering property indefinitely, and banned from racing at facility for life.

POINTS SYSTEM

- All regular classes will participate in the points system. The following are the point values associated with the finishing order:
 - 1) 100 2) 98 3) 96 4)94 5)92 6)90 7)88 8)86 9)84 10)82 11)80 12)79 13)78 14)77 15)76 16)75 17)74 18)73 19)72 20)71 21)70 22)69 23)68 24)67 25)66.
 - 2) Any disputes regarding points driver must notify the track within 2 weeks of posting. All drivers will receive 60 show-up points under the following conditions:
 - A) The driver must register the car for that evening's events.
 - B) The car must be scored at least one lap during that evening's events.All points are given to the driver, not the car.

“Wishing you all a safe 2025 Race Season”

Lake View Motor Speedway

