



## 2026 RULES & PROCEDURES 60<sup>TH</sup> WORLD SERIES OF ASPHALT STOCK CAR RACING NEW SMYRNA SPEEDWAY

It is the responsibility of the Driver/Owner/Crew Chief to make sure your team members have read and understand the following procedures.

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### Licensing

- All drivers are required to have a valid 2026 NASCAR License to compete. The NASCAR decal pack must be on the car. Licenses are available in the pit office and MUST be purchased prior to taking to the track.

### Transponders

- All transponders will be issued and returned at the pit office daily. Failure to return a transponder and/or damaging a transponder may result in a \$400 fine.
- All transponder must be mounted in a clip or pouch and fastened in the specified location as described in rulebook.

### Tech Inspection

- **Thursday, Feb 5:** All **Super Late Models** are required to present for inspection at the designated time at the inspection building. Tech line stations include but are not limited to Under Hood, Templates, Referee, Scale, Under Car, and Safety. Please bring jackstands to the inspection area and be prepared to remove wheels, hoods, and decklids for Under Hood/Under Car inspection. Please have driver safety gear readily available. Super Late Model rechecks will be honored between 1:00 and 5:00 PM on Thursday.
- **Thursday, Feb 5:** Safety Inspection for **Pro Late Models** will take place in teams' pit stalls, beginning after the Driver Meeting. Please have driver safety gear readily available. Pro Late Models will NOT pass through the inspection building on Thursday.
- **Thursday, Feb 5:** **Florida Modifieds** may present for inspection at the inspection building between 1:00 and 5:00 PM.
- **Friday, Feb 6:** All **Pro Late Models** are required to present for inspection at the designated time at the inspection building. Tech line stations include but are not limited to Under Hood, Templates, Referee, Scale, and Under Car. Please bring jackstands to the inspection area and be prepared to remove wheels, hoods, and decklids for Under Hood/Under Car inspection. Pro Late Model rechecks will be honored after 1:00 PM on Friday.
- All cars must present for inspection prior to racing.
- Cars failing safety inspection may not take to the track until all infractions are rectified.
- Weight will be checked with driver sitting in driver seat, steering wheel in place with hands on steering wheel, and helmet on head or in lap.
- Cars shall have 30 lbs. of air in the right side and 20 lbs. in the left side tires while in the inspection area.
- Do not start engines inside the inspection building, please.
- A maximum of four crew members may be with the car in the inspection area.
- Antifreeze is not allowed. Infringements subject to \$100 fine. Water Wetter or similar products are allowed.
- If a team uses a backup car, the backup car must be presented for inspection prior to taking to the track.
- Spec ignition boxes, outlined in the rule book, are required to be used for Pro and Super Late Models. It is highly recommended by MSD that the ignition tray has a separate ground wire. The chassis and roll cage are not considered an adequate ground.
- Post-Race, cars are allowed one pound per lap burn off.

### **Practice Procedures**

- Car numbers in all locations described in the rulebook, series/track administered transponder and windshield valance are required to be installed for Practice. Infringements subject to black flag.
- A Spotter or Crew Chief is required to monitor Race Control via scanner during Practice (468.8625).
- Cars may only Practice during their divisions scheduled practice time. There are no courtesy/'need-a-laps' offered.
- For this event, cars shall lineup on Pit Road in the following fashion; those ready to enter the race track, use the outside lane. Mock run cars also use the outside lane. The middle lane should always stay clear as the drive through lane for cars returning to their pit boxes and for cars passing mock run cars in the queue staged against the outside wall.
- Cars entering the race track MUST stay, on the apron, below the blend line all the way to the exit of turn 2.
- Cars are NOT permitted blend in on hot race track from the top of turn 4.
- Practice will remain green for the session. Cars will blend in from pit out, at the command of the pit out official (or light) with a maximum of 15 cars on track at a time. If a yellow flag is displayed, all cars are to return to pit lane immediately. Cars that were on track at the time of the caution have priority to return first when practice resumes.
- Pit Road Speed is 35 MPH. No scuffing tires on pit road. No ATVs, Golf Carts, Scooters, etc. on pit road when the track is hot.
- Failure to comply with practice/pit procedures including but not limited to; blend line, speeding on pit road, running the stop sign/light, scuffing tires, taking extra laps, etc., may result in penalties including loss of practice time.

### **Qualifying Inspection**

- Car must be on the ground, ready for inspection, at the time in which Qualifying Inspection is scheduled to begin. If additional time is needed for mechanical reasons, teams must get permission from the Head Tech Official prior to the time in which Qualifying Inspection is scheduled to begin. Cars failing to present for inspection (this includes car being late to tech, driver being late to tech, cars not on the ground) at the appropriate time may be placed under penalty and forfeit the fastest of their two qualifying lap times.
- Please have ignition box cleaned prior to inspection.
- Please have sway bar set before inspection.
- Cars failing qualifying inspection will have one attempt to resolve the infraction(s). If multiple attempts are needed to rectify the infraction, car may be placed under penalty and forfeit the fastest of their two qualifying lap times.
- Once the car enters the inspection area (and impound area), crews may not lift, tug, or adjust the car in any manner. Crew members, including the driver, are NOT permitted to be with the race car once the car is parked in the impound area without an official present. Please park the car, fasten the window net, crew may lower air pressure, and then leave the area. Crew may return to the car at the schedule approved adjustment time. Tampering with the car in the impound area may result in penalties forfeiting the fastest of the two qualifying lap times.

### **Approved Qualifying Adjustments**

- Generators may be permitted in the staging lane once all cars have passed inspection and/or permission is given by officials. Cooldown units are not allowed. Use of such units are subject to severe penalty.
- At the designated time crews may make approved qualifying adjustments. Those adjustments are tape on the nose and brake ducts, air pressure, check lug nuts, and driver comfort. A maximum of 4 crew members are allowed at the car.

## Qualifying

- Qualifying will be conducted one car at a time. Each car will receive two laps on the clock. Cars may only make one qualifying attempt. An attempt is officially made when the car passes the finish line (green flag) to begin the first lap on the clock. Some divisions, based on weather conditions, may receive a warmup lap.
- The order of qualifying is determined by draw. Cars must qualify in the proper order. If a car misses their position, the team will be placed on a 5-minute clock to present the car for qualifying. Once the 5-minutes expires, that car may not qualify. Cars that have not drawn will qualify first,
- Cars will be staged on pit road and sent directly onto the race track from pit out. After the checkered flag, cars will return to pit lane.
- In the event of inclement weather or time delays, officials, at their discretion, may change the format of qualifying to a group qualifying format. If qualifying is canceled, the field will be set by World Series of Asphalt Point Standings. Competitors that have not earned any points will be lined up by order of entry behind those with points. The first two races of World Series will use 2025 points. After that, current, 2026 points will be used to set the starting lineup.

## Qualifying (Group)

- Group Qualifying will be conducted with groups of no more than 8 cars. The green flag will be displayed first time by. Each group will have five laps on the clock (no warmup lap). Cars will be grouped by draw. Cars qualifying out of their assigned group may be placed under penalty. Some divisions, based on weather conditions, may receive a warmup lap.
- Cars will be staged on pit road and sent directly onto the race track from pit out. After the checkered flag, cars will return to pit lane.
- If qualifying is canceled, the field will be set by World Series of Asphalt Point Standings. Competitors that have not earned any points will be lined up by order of entry behind those with points. The first two races of World Series will use 2025 points. After that, current, 2026 points will be used to set the starting lineup.

## Qualifying Impound

- In the event cars are impounded after qualifying, the only adjustments allowed in impound are air pressure, stagger (may be checked with a stagger stick only), check and tighten lug nuts, tape on the nose and brake ducts, and driver comfort. A maximum of 4 crew members are allowed at the car. Once adjustments are complete, crews must leave car and may not return until given permission to do so by series official.
- Teams may not pull out of impound or work on race car in impound. Working on, or attempting to work on, an impounded race car constitutes an unapproved adjustment and is subject to penalties. If permitted by the Chief Technical Inspector/Series Director, teams may rectify only the declared mechanical failure(s) and will forfeit their starting position. Any attempts to make additional adjustments to the race car outside of the declared mechanical issue may result in lap penalties.

## Starting Lineup

- Feature starting positions are determined by qualifying, with an invert. The fastest qualifier will draw for the invert, after qualifying, at the pit office. The invert is 3 through possible 8 for all feature races under 100 laps. The invert for feature races 100 laps or more is 4 through possible 10. The invert will never be greater than half the field.

## Feature Race

- See Schedule of Events for laps/distances. Caution laps do not count. Series/track reserves the right to count caution laps if deemed necessary at officials discretion.
- For 100 lap races, there will be a competition caution after 50 consecutive green flag laps. There will not be a competition caution within the last 10 laps of the race.
- The event can go over the advertised number of laps if an 'overtime finishing procedure' is required. The race is complete after three overtime finishing procedure attempts.
- See Schedule of Events for time limits. In the event the race reaches the time limit, during a caution period, spotters/teams will be notified via radio that the next flag will end the race, be that of yellow/red or checkered.



### **Pit Stop Procedure**

- Cars shall remain single file behind the pace car during the caution. Do not pull up to pit. When pit road is open, remain in line until your car reaches the designated pit entry point.
- The pit road speed limit is 35 mph.
- Cars must pit within their pit box.
- Only traditional tools and procedures may be used during a pit stop. All pit equipment and crew must remain behind the pit wall until your car is in the box. A maximum of 5 crew members allowed to service the car.
- Teams may take tires and fuel at the same time. All tire changes during yellow or red flag conditions must be approved by a pit road official. Only scuff tires, purchased at the event, may be used as emergency spares. Teams may rotate tires on the car without penalty.
- Pit Road infractions including but not limited to speeding, late off pit road, running the stop board, pitting out of the box, too many men over the wall, equipment leaving the box, advancing positions on pit entry, etc. will result in a penalty of restarting at the tail of the field.

### **Controlled Pit Stop Procedure**

- Controlled pit stops will occur every time the caution flag is displayed unless Race Control, at their discretion, calls a 'Quickie Yellow' or no cars come to pit road the first lap pits are opened.
- The controlled pit stop cycle is two laps.
- When pitting during a controlled pit stop cycle, cars that pitted will return to the track in the same order as they entered the pits, relative to the cars that pitted, and will line up behind the cars that stayed out. Cars returning after the controlled pit cycle is complete (2 laps) will be penalized. To remain in the cycle, cars must beat the pace car off pit road, the second time by. Cars pitting too soon or out of cycle (second time by, or later, after the pits are opened) will also be placed under penalty and restart at the tail of the field, behind all cars that stayed out or pitted correctly.
- Cars shall remain single file behind the pace car during the caution. Do not pull up to pit. When pit road is open, remain in line until your car reaches the designated pit entry point.
- The pit road speed limit is 35 mph.
- Cars must pit within their designated pit box.
- Only traditional tools and procedures may be used during a pit stop. All pit equipment and crew must remain behind the pit wall until your car is in the box. A maximum of 5 crew members allowed to service the car.
- Teams may take tires and fuel at the same time. All four tires may be changed (only if it is an 8-tire race). Race tires may be changed during a controlled pit stop or under green flag conditions. Tire changes during a quickie yellow must be approved by a pit road official.
- Teams may work on cars on pit road during red flag conditions.
- The Free Pass Car may pit and still retain the Free Pass.
- Pit Road infractions including but not limited to speeding, late off pit road, running the stop board, pitting out of the box, too many men over the wall, equipment leaving the box, advancing positions on pit entry, etc. will result in a penalty of restarting at the tail of the field, behind all cars that stayed out or pitted without penalty.

### **Fuel**

- Sunoco Race Fuel is the spec fuel for the event. Only fuel purchased from the race track is allowed.
- Inspectors may take fuel samples at anytime throughout the event.
- Minimum fuel purchase of 10-gallons of Sunoco Race Fuel 110 is required for the Hart to Heart Pro Late Model race on Thursday, February 12 and the Ritchie Evans Memorial Tour Modified race on Friday, February 13.



## **Tires**

- No soaking or altering of tires allowed. Illegal tires will be confiscated. Violation of tire rules will result in a disqualification and subject to additional penalties including but not limited to fine and/or suspension. Lab testing of tires may be performed, at any time, at the discretion of Tech Officials.
- Cars must start the race on the same tires used for qualifying.
- Unless otherwise noted, all tires placed on the car for an 'approved tire change' during the race, must be scuff tires purchased from New Smyrna Speedway during the event week.

## **Tire Impound (Applicable for SLM/PLM)**

- Qualifying tires will be impounded until the designated release time after Final Practice. Tires must be scanned/stamped prior to leaving the impound area. Cars must qualify on sticker tires, from impound, purchased at the event, and start the race on the same tires used for qualifying.
- All tires in the impound area should be stacked four high. The only items allowed in the impound area are a tire gauge, tire tape, and air hose. All wheels shall display car number decal.

## **Super Late Models**

- The approved tires for competition are Hoosier Racing Tire F-45\*.
- Tire selection by stacks. One set of practice tires and one set of race tires per scheduled event (excluding ASA race).
- Qualifying tires are impounded each race day.

## **Pro Late Models**

- The approved tires for competition are Hoosier Racing Tire F-45\*.
- Tire selection by stacks. One set of practice tires and one set of race tires per scheduled event (excluding ASA race).
- Qualifying tires are impounded each race day.

## **Tour Modifieds**

- The approved tires for competition are Hoosier Racing Tire M-20 Left / M-30 Right (excluding NASCAR race).
- Contact Hoosier Tire South for details on tire availability and process.

## **Florida Modifieds**

- The approved tires for competition are Hoosier Racing Tire F-70.
- One set of practice tires and one set of race tires per scheduled event.

## **602 Modifieds**

- The approved tires for competition are Hoosier Racing Tire ST-1 Left / F-45\* Right.
- Tire selection by stacks. One set of practice tires and one set of race tires per scheduled event.

## **Sportsman**

- The approved tires for competition are Hoosier Racing Tire F-70.
- One set of practice tires and one set of race tires per scheduled event.

## **Trucks**

- The approved tires for competition are Hoosier Racing Tire F-70.
- One set of practice tires and one set of race tires per scheduled event.

## **Super Stock**

- The approved tires for competition are Hoosier Racing Tire F-70.
- One set of practice tires and one set of race tires per scheduled event.

## **E-Modifieds**

- The approved tires for competition are Hoosier Racing Tire F-70.
- One set of practice tires and one set of race tires per scheduled event.

## **Bomber-B**

- The approved tires for competition are 55/60/65/70/75/78/80 DOT Series passenger car tires only.
- All 4 tires must be the same size. No exotic performance tires. No retread tires. Tire tread wear no less than 350.

## RACE PROCEDURES

**Initial Start:** Flagman starts the race. Cars must stay in their lane until the finish line. No jumping a start or changing lanes before the finish line. If a green flag lap is not completed on the initial start, there will be a complete restart with all cars back in their original starting position except for any cars that are penalized, receive assistance, or cars that pit.

**Yellow Flag:** There will be no racing back to the caution. When the yellow flag is displayed, all cars must slow to a caution pace and bunch up as quickly as safety allows, so safety crews can work on track. All cars must get single file and stay single file. Lineup disputes will be settled by race control. Failure to comply can result in penalties including being placed at the rear of the field and up to disqualification. No tire scuffing around workers on track.

**Cars Involved in the Caution:** Only car(s) directly involved in bringing out the caution will go to the tail of the field. Any cars that spin or stop to avoid and were not directly involved with the initial cause of the caution, will get their spots back if they do not receive assistance or go to pit road. Rough driving will not be tolerated. If contact with a car causes a yellow flag and the contact is not a "racing incident," that car will also be sent to the tail. Rough driving can result in penalties including being sent to the tail of the field, pass-through penalty, lap penalties, and/or possible disqualification from the event. Cars deemed intentionally stopping or creating their own caution will receive a two-lap penalty.

**Restart:** Restarts will always take place in the box coming off turn 4. The restarts will be double file and will use the choose rule described below for restart lineup. The leader of the race is the control car. The front row shall be side-by-side. Once the pace car leaves the field, no slowing, weaving, brake checking, or decrease in speed. The leader accelerates first, at their descension, once in the box, before the end of the box. No jumping a start. Two restart infractions will result in car(s) being penalized, restarting at the tail of the lead lap. Cars will not re-choose, rather the row will move up. On restarts, cars must stay in their lane and may not pass until the finish line. Changing lanes may result in a pass-through penalty. If a green flag lap is not completed before a yellow comes out all cars should go back to their prior position except for any cars that are penalized, receive assistance or pit.

**Restart Lineup** - The field will be realigned according to the last completed lap. The field will be realigned in the following order: lead lap cars, lead lap cars that pitted, lapped cars, lapped cars that pitted, lead lap cars under penalty, lapped cars under penalty, wave around cars, free pass car. Field will choose at designated point just past the finish line when instructed to by race control. All cars are eligible to choose at the cone. Restarts will be double file. Cars may choose the inside or outside lane as they approach the choose cone. If a car strikes the choose cone or changes lanes after the cone, that car must restart at the tail of the longest line. Cars that miss the choose lap will realign at the tail of the longest line. Any disputes in track position will be resolved by a call from race control. Failure to lineup in proper position may result in a pass-through penalty.

**Red Flag:** All cars must stop as quickly as safely possible when the red flag is displayed. Cars may go to the pits for crews to work on them, only after they have received approval from race control to do so. Cars pitting under red are considered as pitting too soon.

**Black Flag:** Cars that receive the black flag must go to pit road immediately. If a car does not go to pit road within 3 laps, that car's scoring will stop until the situation is rectified. Check with the spotter for guidance from race control.

**Free Pass:** Applicable for races 50 laps or more. At the time the caution comes out, the first car behind the leader 1 lap down will be deemed to be the Free Pass (if free pass is the cause of the yellow then it would go to the next car in line). The Free Pass car may pit and still retain the Free Pass. Free pass will stay in their position, until directed to pass the pace car or drop to the tail of the field and have your lap added manually. No free pass will be awarded unless a green lap is completed or in the last 10 laps of the event.

**Slow Cars:** Slow cars shall stay on the bottom of the race track while in the presence of lead lap cars during the race. Lapped cars that create problems for lead lap cars may be penalized. Lapped cars should let the leaders go by on the preferred lane and then resume racing. Lapped cars that are repeatedly passed without giving the preferred lane during the race may be penalized. Cars fighting to stay on the lead lap are not forced to yield to the leaders until the leader has passed them.

**Spotters:** Spotters are required to be in the designated spotters stand during racing activities. Only one spotter per team is allowed in the spotter stand, no guest. Spotters must have the ability to listen to race control via a standard electronic scanner or dedicated radio at all times during the event. The frequency for this event is New Smyrna Speedway 468.8625. If the spotter leaves or is removed from the spotter's stand, the car will be black flagged.

**Post-Race:** The top three finishers report directly to the victory lane area. Fourth and fifth report to victory lane or the inspection area as instructed by race control. Additional cars may be captured. Crews may touch the cars only how and when they are directed to by series officials.

### Pit/Garage Area Procedures

- When Pit Road is able to be used during Practice/Racing activities, pit stalls are not assigned.
- During Practice, to accommodate all cars/teams, teams may ONLY use Pit Road when their respective division is on track for Practice. Once that session is completed, cars, pit carts, tents, etc. must be removed from Pit Road promptly. No 'camping' on pit road. Teams failing to adhere to this are subject to penalties, including possible loss of track time.
- Cars in the infield shall only access pit road from the center opening across from the inspection building. Do NOT enter pit road from the turn 4 opening. See map.
- Nobody is allowed on top of haulers unless rails are installed. Lights on haulers may not interfere with viewing from the grandstands.
- No one is allowed in the quarter-midget track area.
- EMS is located just behind pit wall, in the infield, near turn 4.
- There is an oil drain tank located at the center of the infield garage area near the middle intersection and one in the upper pit area on 'the hill'.
- No personal vehicles allowed in the pit areas.



### ATVs/Golf Carts

- No ATVs, Golf Carts, Scooters, etc. allowed on a hot pit road at any time. Do not block tech areas, tire impound, concessions, roadways, or emergency vehicles.
- Please watch your speed in the pits.
- No one under sixteen years of age is allowed to operate an ATV/Golf Carts/Scooter/Bike/etc. in the pit areas.
- All ATVs and Golf Carts must have team car number decal displayed and ATV pass decal from the credential office displayed.
- No ATVs/Golf Carts/Scooters allowed in the infield on Saturday, February 7, inconsideration of the NASCAR event.



## General Rules

- Teams must check-in daily at the pit office to register for that day's race events. Failure to register may result in penalties including but not limited to starting at the tail of the feature event.
- Driver and Crew Chief Meetings are required activities. Rollcall may be taken at random.
- No scuffing tires around safety workers on track.
- Payouts will be on the same night as the race in the back of the lounge, on the main concourse, for 1-hour after the last race of the evening. Please collect race earnings on a nightly basis.
- The lights will be turned off 2-hours after the last race of the evening.
- Pit gates will be locked when the lights go out and only walk through gates will be open to those with armbands.
- It is forbidden to consume any alcoholic beverages in the pits during any race event.
- You may NOT go to the grandstands and consume alcohol and return to the pit area.
- Glass bottles are NOT allowed in the pit area at any time.
- Violation of General Rules may result in penalties including but not limited to immediate expulsion from the pit area, suspension, and/or minimum fine of \$500. This applies to the Driver/Car Owner and any person(s) deemed to be associated with his/her car at the discretion of Officials.
- Anyone injured during the course of the racing program MUST notify the track EMS/EMTs and provide all required information prior to leaving the premises on that date in order to be eligible for any insurance benefits. Notifications made after that date will not be accepted and the insurance eligibility will be forfeited. If you are injured and you put in a claim for Insurance or have an injury visible to officials, you will be required to provide a Doctor's Release before you can race again. Doctor's Release must state that you are cleared to compete in stock car racing. Anyone injured while fighting is not covered by track insurance.

## Social Media Policy

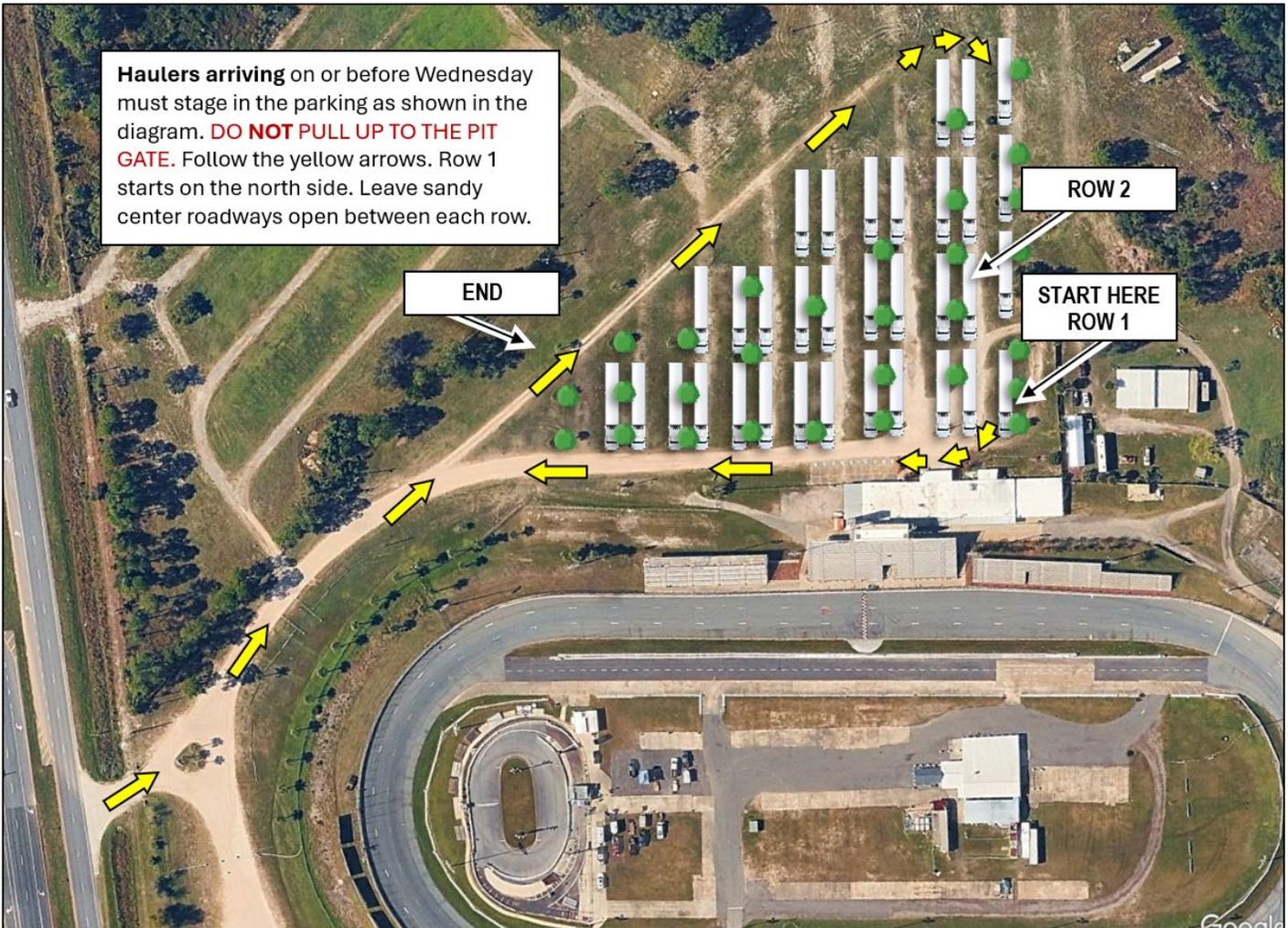
- Everyone must be aware that posting on social media is like speaking into a live microphone. Media outlets, potential new sponsors and fans can and quite often do pick up on social media comments. Be aware all teams and speedways depend on their sponsors to race weekly. Therefore, we request all competitors, and their teams, respect the value of ours and your fan base and sponsors. By the time an offensive post or tweet shows up, it is too late to stop the spiraling effect for the Competitor and or the Speedway. You may feel that you cannot control the comments made in support of your initial comments, but that is not the case.
- Negative social media in any form posted about the above Speedway, Speedway officials and/or Competitors and their Crews will not be tolerated. Depending on the severity of the incident, fines or suspensions may be assessed.
- We request you to partner with us by speaking with your entire team on this newly adopted policy.
- It is HOWEVER all of our goals to personally address any issues or concerns you, your team or your sponsors may have in a professional and respectful manner for resolution. Please note we as Racetrack Owners/Promoters have a newly created FB Group to discuss, communicate and address any and all negative social media posts. Again, we ask you and your team to partner with us to preserve, protect and promote short track asphalt racing in Florida. We thank you in advance for this consideration and look forward to seeing you at the races.

## Race Points

1) 50, 2) 48, 3) 46, 4) 44, 5) 42, 6) 40, 7) 38, 8) 36, 9) 34, 10) 32, 11) 30, 12) 28, 13) 26, 14) 24, 15) 22, 16) 20, 17) 18, 18) 16, 19) 14, 20) 12 PTS

### Hauler Staging

- Wednesday Hauler Parking is for Super Late Models, Pro Late Models, Tour Modifieds, and Florida Modifieds ONLY.
- Upon arrival, haulers should stage in the main parking lot, behind the grandstands. Do NOT pull up to the pit gate. Begin forming rows from the north end of the parking lot (closest to turn 4) with nose of hauler facing towards grandstands. Park in grass on right or left side of sand roadways. Leave all roadways clear. See map.



DIRECTORY				
Rusty Marcus	Track Manager	386-547-2879	newsmyrnaspeedway@gmail.com	On-site
Holli Hanna	Operations Manager	386-410-0248	newsmyrnaspeedway@gmail.com	On-site
Scott Menlen (CRA)	Race Director	586-201-0378	scott.mdmotions@gmail.com	On-site
Rick Turner (CRA)	Chief Technical Inspector	765-748-8820	rtrmotorsports26@gmail.com	On-site
Jeff Freeman	Hoosier Tire South	336-403-3275	jfreeman3275@gmail.com	On-site
EJ Wilcox	Tire Manager	386-295-8313		On-site
Jeff Allen	Marketing Manager	619-920-8745	nssmarketing23@gmail.com	On-site
Ryan Stevens	Media	321-356-2934		On-site
Jim Jones	Photographer	386-295-6728	jimjonesphoto@gmail.com	On-site