



2020 Rule Book

2020 Rules Changes

CONSTRUCTION RULE CHANGES:

Restrictors

If down sized stacks or a restrictor is used, there must be at least two (2) inches of restriction. Restriction requirements are dependent on the following:

Aluminum block 360, stock valve angle, restriction = 2.187.

Cast Iron block 360, stock valve angle, restriction = OPEN.

360 motor more than 2 degrees from stock valve angle = 2.00.

410 motors, restriction = 1.875 restrictors.

Weight

Any ballast used must be securely bolted within the confines of the frame tubes no farther than 16" forward of the front engine mount and no further rearward than the back of the seat. All ballast must be painted white and clearly marked with the car number. Weight rules are as follows, all weight is with driver and can be checked at any time:

360 aluminum/Cast blocks minimum weight = 1625lbs

360 cast block/heads minimum weight = 1575lbs

410 motors minimum weight = 1675lbs

Nose Assembly

The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body, may not exceed the width of the frame where the downtube meets the front cross member. The nose assembly may not extend forward beyond the confines of the front bumper.

Front Bumper

All cars must be equipped with a front, tubular style bumper. No part of the car may extend beyond the front bumper. Front bumper may be no more than 28" from the front of front axle. Bumper must be constructed from SAE 4130 alloy tubing or equivalent having an O.D. of one (1) inch, a minimum wall thickness of .065 inch and a maximum wall thickness of .120 inch.

PROCEDURAL CHANGES AND NEW POINTS STRUCTURE ARE HIGHLIGHTED IN YELLOW THROUGHOUT THE RULEBOOK.

Northwest Sprint Car Racing Association

Disclaimer

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 conditions of all events, and by participating in these events, all participants are deemed to have represented that they have complied with these rules.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury, death to a participant, spectator, official or others. The Race Director shall be empowered to permit deviations from any of the specifications herein or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirement. THE NSRA RESERVES THE RIGHT TO CHANGE AND/OR MODIFY THE RULES SET FORTH IN THIS BOOK AT ANY GIVEN TIME.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OR SPECIFICATIONS.

Any interpretation of or deviation from these rules is left to the discretion of the officials. Their decision is final.

CLARITY OF RESPONSIBILITY REGARDING CAR CONSTRUCTION, CAR AND DRIVER SAFETY AND INSPECTIONS REGARDING SAFETY.

The owners, drivers, and crew are the sole individuals who are responsible for the race car design, construction, maintenance, fabrication techniques used, materials used, as well as all safety systems including but not limited to the purchase, installation, inspection of all fire systems, seat belts, driver restraints, helmets, required or worn by the driver of that race car, crews, etc. related to that race car or any related equipment used on or at any NSRA event. NSRA is not responsible for any loss or injury to anyone arising from the failure of design, construction or maintenance of any racecar.

2020 N.S.R.A. Officers
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I. INTRODUCTION

A. CLUB OBJECTIVES

1. Contract with racetracks that provide for quality shows and or enhance racing opportunities in the Northwest.
2. Create an environment of professionalism, fairness and clarity to the vast majority of all involved with NSRA. This environment shall require constructive input and respect from all and for all.
3. Well-defined goals, procedures, rules and duties along with good communication, will ensure our success.
4. This rulebook and its further clarity will help eliminate gray areas and keep racing competitive.

B. DEFINITIONS

1. **NSRA:** Northwest Sprint Car Racing Association.
2. **In Good Standing:** Having paid dues to NSRA for the current year, having no outstanding unpaid fines, and not being under suspension for any reason. Being "In good standing" status allows the car owner/member the right to vote on rules and all annual meeting business; i.e. board members, rules committee and bylaw amendments.
3. **Engine Tear down:** Engine tear down is the term used when NSRA technical person or Pit Steward requests the inspection of a car's engine, requiring partial disassembly.
4. **Official:** The term used to describe any NSRA official.
5. **C.I.D.:** The term used to describe Cubic Inch Displacement.
6. **Rules:** If it doesn't say you can, then you can't.

II. GENERAL RULES

A. MEMBERSHIP PARTICIPATION

1. Minimum Age

Minimum driver age will be 16 years. Drivers under the age of 18 will require parental consent in writing provided to NSRA officials.

2. Waivers

NSRA requires that all drivers, owners, owner/drivers, pit crew, non-members and members sign NSRA waivers prior to going onto the track. These waivers need only be signed once per year and will be kept on file for the season. It is the driver's responsibility to have anyone associated with his car to sign ASA/NSRA waivers with NSRA officials.

3. Entry Fee

There is a special one-race, non-member entry fee, \$25 for car and driver. This does not include voting privilege, newsletter or insurance. This fee will apply toward the standard Owner/Driver membership fee if the entrant participates in additional events.

a. Subsequent Events

Any car and driver participating in a second NSRA event will be required to join the club, with all membership fees paid and waivers signed, before participation in the second event.

b. Non-Member Fee

An additional \$5 per person will be charged at the back gate for non-members. Members must be prepared to present their membership card when entering the pits.

B. DUES

1. Owner \$50 per year for owner includes one car number and voting privileges.

a. Additional Car Numbers

Each additional car number will cost \$25 per year.

2. Driver \$50 per year for each driver.

3. Owner/Driver

\$75 per year for owner/driver includes the same as owner above.

4. Crew

\$30 per year per crew member.

C. ADMISSION TO PIT AREA

1. Pit Passes

Pit passes are required for admittance to the pit area and must be presented upon request. Pit passes are not transferable.

D. CANCELLATION OF PROGRAM

1. After Qualifying

If a program has been started (qualifications, have begun) and is terminated by track management prior to the start of any main event on account of weather or other bona fide conditions track management has no control over, the program will be considered incomplete. In such an instance, the track management will be liable for 50% of the purse that otherwise would have been paid per contract.

2. After Starting the Main, Before 50% Complete

If track management on account of weather terminates a program or other bona fide conditions track management has no control over, after the start of the main event(s), but prior to completion of 50% of the scheduled A -Main competitive laps, the program shall be considered incomplete. In such an instance, the track management shall be liable for 100% of the purse that otherwise would have been paid per contract.

3. After Completing 50% of the Main Event

When a program is stopped on account of weather or other conditions over which the promoter has no control, the program will be considered complete if over 50% of the A-Main competitive laps have been run.

E. CAR NUMBERS

1. #1

Car number "1" in NSRA is reserved. If the car owner who earned the number from the previous season does not wish to run it, any other member of NSRA cannot run the number. And the owner of the #1 has a right to his last owned number.

2. If a Car is Sold

If a car is sold, the number stays with the previous owner unless that owner chooses to give up the number.

3. Number Size and Location

Car numbers must be displayed in at least 16-inch-high characters on the main wing upper surface and on both side wing panels.

4. Duplicate Numbers

Duplicate numbers are not permitted. In such a case, the car that participated in the lesser number of NSRA events during the prior season will be the car that will be required to change his number. Visitors with conflicting numbers are required to change their number as directed by NSRA officials.

F. RACING INJURIES

1. Releases

Any driver deemed unfit to race due to injury may be restricted from competitive events by NSRA officials upon advice of attending medical personnel, or until a doctor's release is presented.

III. OFFICIALS

A. STARTER

The Starter (Flag person) is in complete control of cars and drivers while on the track.

B. **PIT STEWARD** The Pit Steward is in charge of all personnel and vehicles in the pit area.

C. **RACE DIRECTOR** The Race Director enforces compliance with all NSRA rules and regulations.

D. **CORNER OFFICIALS** Persons working at an event as corner officials will also work as technical Committee.

****NOTE:** All decisions made by the Starter, the Pit Steward, or the Race Director **ARE FINAL** provided they **DO NOT** conflict with NSRA rules or by-laws.

IV. RULES of CONDUCT

A. COOPERATION WITH OFFICIALS

1. Cooperation

All pit crews, drivers, and owners must cooperate with officials at all times to help put on a good show.

2. Disputes

In case of disputes arising, only the owner or representative of the car has the right to approach the officials. Only one representative per car. The dispute shall be presented to the Race Director.

B. RESPONSIBILITY

1. General

The car owner or driver will be responsible for the conduct of all persons associated with that car.

2. Approaching Track Management

No one but the Race Director or authorized personnel is allowed to approach track management. Any unauthorized person who goes to the tower will be assessed a fine of \$500 for each violation.

C. UNBECOMING CONDUCT

1. General

Any driver, car owner, or crewman, who at any time uses improper language to NSRA officials or track officials in charge of the race, may be immediately reprimanded, expelled from the track, or subjected to a fine. Unbecoming conduct in front of the audience will be cause for suspension and/or a fine. The Board of Directors shall determine such penalty or penalties.

2. Physical Contact with an Official

Any driver, car owner, or crewman, who at any time shoves, jostles, strikes, or attempts to strike an official will be fined \$500 and suspended up to one year, dependent upon the decision of the Board.

3. Fighting in the Pits

Any member or non-member found fighting in the pits or infield will be fined and/or suspended dependent upon the **decision** of the Board.

4. Detracting from the Appearance of the Show

Any person detracting from the appearance of the show, or anyone under the influence of alcohol or drugs, shall not be allowed to compete or be in or about the pit area. Drinking or drugs will not be tolerated in any manner and carries a \$500 fine and/or one-year suspension. The Board will determine fine and suspension time.

5. Making Contact

Any driver making contact with another driver when contact could have been avoided may receive a ruffled black flat for first offense, second ruffled flag driver will lose one position, third offense will be a black flag and driver will be directed to leave the track. All of the above are depending on the severity of the offense.

V. RACE PROCEDURES

A. PIT MEETING

1. All Drivers Must Attend

A pit meeting will be held before the first competitive event. All drivers must attend the drivers meeting immediately after warm-ups or be fined \$25. The meeting will also include discussion on: the designated restart area; changes in the standard program; any precautionary, safety, etc., items the race officials may want to explain or clarify; other issues as needed.

B. STANDARD PROGRAM

1. Changes in the Program

When circumstances occur, the Race Director and Pit Steward with track personnel will have the authority to change the program to suit the occasion.

C. DRIVER QUALIFICATIONS

1. Who Decides Driver Qualifications

The Race Director and Board will decide driver's qualifications.

2. Rookies

All inexperienced drivers must start in the rear of all events unless approved by the Race Director.

3. Identifying Rookies

Inexperienced drivers shall have an I.D. mark or flag on rear of the car.

4. Repeat Driving Problems

Any driver continually getting into trouble may be required to start in the rear of his races until he has proved he can handle his car.

D. SUBSTITUTE DRIVERS

1. Time Trials

Driver changes will be allowed during time trials but each car will be permitted only two qualifying laps total.

2. Notifying Officials

Substitute drivers must notify Pit Steward and/or Race Director before the start of an event or points will not be awarded for that event.

3. Replacement Driver

Cars being driven by a replacement driver will start at the rear of the field. If the car has accumulated points for qualifying, etc., those points will be lost. (Example: Driver 1 drives in qualifying and heat races and Driver 2 in the Main Event.)

4. Main Event

There will be no driver changes after one lap of the Main Event has been completed.

5. Back-Up Car

You may not change cars during any event after the green flag has been displayed. Drivers switching to a back-up car after qualifying will start at the back of the event. A back-up car would be a different car with the same number.

E. SPEEDING IN THE PITS

1. Fines

A \$25 minimum fine will be levied for excess speed in the pits for the first offense. A \$100 fine will be levied for the second and each subsequent infraction during the same season.

F. FLAGS

All drivers shall be responsible for being aware of flags as represented by officials during the racing event.

1. Green

Green indicates the start of an event. Any car taking the first green will be considered officially started and will be scored accordingly.

a. One Lap to Green

The starter will hold up one finger to indicate the green flag will be displayed on the next lap. The green flag will always come out after the one lap signal. No scrubbing tires after one lap to green. If the start is not to the satisfaction of the Starter the yellow will be displayed immediately. If there are two false starts the Starter or Race Director may send one or both of the front cars to the back.

2. Yellow

Yellow flag means caution. There will be NO racing to the yellow flag. Cars will maintain position and will not pass. The driver of the lead car will hold the pace the Starter wants, and the rest of the field will form a single line behind the lead car. Passing under the yellow flag is permitted only by permission of the Starter after instructions have been received from the Race Director and/or tower. Unauthorized passing while the yellow flag is displayed will result in loss of position.

3. Red

The red flag means stop. Drivers will bring their cars to a safe, controlled stop as soon as possible. Cars will then be pushed by hand or other means to a staging area to be backed down and prepared to continue the event.

a. Refueling

No refueling on the track. All refueling must be accomplished in the pit area, unless otherwise designated. Driver must be out of the car when refueling. Fueling with the driver in the car will result in \$100 fine and/or back-of-pack start.

b. Crew Members

Four crewmembers per car will be allowed on the track under a red flag for the purpose of backing down cars and preparing to resume race. These crewmembers may make adjustments with hand tools only.

c. Tire changes Tires may be changed on the track only if the car cannot be pushed with a push truck and will start at the rear of the field.

4. Black

Black flag means pull off the racecourse using due caution IMMEDIATELY. The car will not be scored if it does not stop after the second lap. A ruffled black flag will indicate a warning for a first offense, second ruffled flag driver will lose one position, third offense will be a black flag and driver will be directed to leave the track.

5. Blue/Yellow

This is the passing flag for cars to be lapped. Cars being passed should hold their line. If, in the judgment of NSRA officials, a driver is not complying with this flag, that driver may be black flagged, fined, suspended or otherwise penalized by NSRA.

6. White

The white flag indicates the start of last lap of event.

7. Checkered

Checkered flag indicates the end of the event. Cars must finish under their own power.

NOTE: ANYONE FAILING TO COMPLY WITH ANY FLAG WILL NOT RECEIVE ANY POINTS OR MONEY FOR THE EVENT.

G. PRACTICE LAPS

1. General Safety

No car can be fired until the driver is attired as specified in Section VI-A, and having a staffed ambulance, wrecker, and push truck available officially opens the track.

2. Permission

All cars accessing the track must have permission of the Pit Steward.

3. Number of Cars

The number of cars allowed on the track and the Race Director, Pit Steward, and track personnel will determine the number of laps in each session.

H. WEIGHING PROCEDURES

1. General

Cars may be weighed prior to and/or following any event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirements.

I. QUALIFYING

1. Position

Drivers will draw for qualifying position. Failing to qualify in order means only one qualifying lap will be allowed.

2. Number of Laps

One or two warm-up laps will be allowed on any qualifying attempt. Drivers will be given the one-to-green signal the second time by the flag stand. A failure to complete either of the two qualifying laps will mean loss of the lap. If a car and driver take one lap and leave the track, the second lap may be taken only after all have qualified and only if time permits. (Pit Steward's call.)

A driver attempting to qualify a second car will forfeit his/her first qualifying time.

All tires will be marked prior to qualifying.

Once a car is qualified and a backup car replaces it, that backup car will start all events at the rear.

At the discretion of the Pit Steward, additional lap(s) may be given. If the car does not qualify it will be allowed to start at the back of the heat and back of the slow main event.

3. Two drivers, one car

If there are two drivers for one car, one lap will be given to each driver. Only two laps per car.

J. LINE-UP

1. Vacancies

In the event that a vacancy occurs in the field a new lineup shall be made by "crisscrossing" the starting positions behind the scratched car position.

2. Non-competitive cars

All non-NSRA drivers will start in the back of the field unless approved by the Race Director.

3. Call Out

Drivers not meeting their call-out for line-up for any race procedure may start at the back of the pack. Final decision on line-up is per the Race Director and is not protest able.

4. Trophy Dash

Participation in Trophy Dashes will be required based on Qualifying. Failure to run trophy dash will result in loss of qualifying points.

The dashes will be fully inverted with the alternate starting on the pole if one of the original four drop out before the green flag.

The A dash will be the fast four qualifiers with the fifth fast qualifier the alternate. Qualifying time will split the field of cars and the next four cars (after the mid-field split) will be the B dash with the fifth car the alternate.

5. Heat Races

3 heat races will be run with full invert with the field evenly divided among them. Number of heat races ran may be adjusted due to car count at Race Director's discretion. If a car fails to qualify it will be given the position of the slowest qualifier and will start at the back of its heat race. Should multiple cars fail to qualify, draw order will decide their positions. If a car does not start its heat race it will be lined up in the B Main by its qualifying time.

EXAMPLE: Three Heat race format- #1 Qualifier starts last in Heat #3, #2 Qualifier starts last in Heat #2, #3 Qualifier starts last in Heat #1, #4 Qualifier starts next to last in Heat #3, and so on.

6. B Main Event

Should more than 24 cars be present, the top 20 cars in total race day points after the heat races will be locked into the A Main. Cars 21st and lower will be lined up for the B Main in order of race day points. The top 4 finishers in the B main will transfer to the A and fill the last 4 positions in the order they finished the B main.

7. A Main Event

The field will be aligned by the total number of points gained by qualifying and heat race results. Highest to lowest. High point car will then draw a 6/8/10 invert for A Main starting positions. After the invert they will align highest to lowest by accumulated points from qualifying and heat race.

K. POINTS

1. Qualifying

Qualifying points are applied toward season championship and for A -Main event lineup. Fastest qualifier will receive 15 points with remaining points as follows:

Position	Points	Position	Points	Position	Points
1 st	15	6 th	10	11 th	5
2 nd	14	7 th	9	12 th	4
3 rd	13	8 th	8	13 th	3
4 th	12	9 th	7	14 th	2
5 th	11	10 th	6	15 th	1

2. Heat Race points

Heat Race points will be awarded based on starting and finishing position using the following points scale:

STARTING POSITION

		1	2	3	4	5	6	7	8	9	10
	1	20	21	22	23	24	25	26	27	28	29
F	2	18	19	20	21	22	23	24	25	26	27
I	3	16	17	18	19	20	21	22	23	24	25
N	4	14	15	16	17	18	19	20	21	22	23
I	5	12	13	14	15	16	17	18	19	20	21
S	6	10	11	12	13	14	15	16	17	18	19
H	7	8	9	10	11	12	13	14	15	16	17
	8	6	7	8	9	10	11	12	13	14	15
	9	4	5	6	7	8	9	10	11	12	13
	10	2	3	4	5	6	7	8	9	10	11

3. A Main finish

Position Gained points will be given during the A-Main Event only. Position gained points will be 1 points per position gained from scheduled starting position. You must post a qualifying time in order to be eligible for position gained points. All cars competing in the B Main that do not move up to the A Main will be given 20 points each.

Pos.	Points	Pos.	Points	Pos.	Points	Pos.	Points
1st	50	11th	40	21st	31	31st	20
2nd	49	12th	39	22nd	30	32nd	20
3rd	48	13th	38	23rd	29	33rd	20
4th	47	14th	37	24th	28	34th	20
5th	46	15th	36	25th	27	35th	20
6th	45	16th	35	26th	26	36th	20
7th	44	17th	34	27th	25	37th	20
8th	43	18th	33	28th	24	38th	20
9th	42	19th	33	29th	23	39th	20
10th	41	20th	32	30th	22	40th	20

4. Points Tie Breaker

In the event of a tie in points the competitor with the Highest Average finishes in the Main Event will be the winner. If still a tie the Highest Average Qualifying Position will be used.

L. THE START

1. Pre-event Warm Ups

After entering the track in preparation for the start of any competitive racing event, each driver shall position his car within the field in single file in the correct starting order. When all cars are on the track, and in the correct starting order, the starter will signal for warm-up laps to begin. Drivers shall maintain their correct positions during warm-up laps (no passing). When warm-up laps have been completed, the starter shall signal for the cars to be positioned in their correct 2-row starting order. On initial starts NO car may pass a car in front of them until they have passed the starting cone.

2. Entering the Track

Car(s) not in the starting field at the start of an event (original green flag lap) may enter the event at a later time (during a yellow or red flag period). Cars entering the event in this manner will be ranked in the finishing order on the basis of the number of laps completed. In the event of a tie on laps completed, the car that completed the number first shall be scored as finishing first.

3. Setting the Pace

The pole car sets a consistent pace for starts in all racing events. Any car failing to comply will be directed to go to the rear of the field. The starter will make this decision.

4. Jumping the flag

Anyone pulling out of line or jumping the start before the leader takes off may be sent to the rear of the field at the discretion of the Race director. NOTE: the starter at the pit meeting will define the starting area on the track.

M. RESTARTS

1. Heat Race Restarts

Cars will be in single file for any restart that occurs after completion of the first lap of the event. Lapped cars are required to take their correct positions immediately behind the car that was in front of them on completion of the last green flag lap.

2. Main event restarts

Main event re-starts will be double file, leader will get the choice of high or low, the rest fall in (2nd place next to leader, 3rd place inside 2nd row, 4th place outside 2nd row, ect...). Leader must start the race. Lapped cars will be sent to the back and given their lap back. **When ten laps or less remain in the event the lapped cars will remain in running order at time of caution and restart will be single file.**

3. One Lap to go

A green flag per normal procedure will restart a restart of any race event that has only one lap left. A white flag will appear on the next lap and a checkered flag on the following lap. It is recognized that an extra lap has been added to the event in such a case.

4. Line Up

The restart lineup shall be in accord with the car positions as of the completion of the previous green flag lap except that any car(s) involved in an accident, or causing the yellow to be displayed, or stopped on the track at the time the yellow flag is put before the field, shall start at the back of the field upon resuming the race.

5. Yellow flag

Any car that brings a yellow flag before the field shall restart the event at the rear of the field.

6. Leaving the Track

Any car leaving the track to enter the pit area during a yellow or red flag period will not lose any laps if the car returns to the track prior to the "one lap to go" signal from the starter. But it must then start at the rear of the field.

EXCEPTION: If a car has been flagged into the pits for a suspected unsafe condition that has then been deemed safe without any work having been done to the car it will then be allowed to retain its racing position upon restart of the race.

7. Re-Entering the Track

Any car that is not on the track prior to the "one lap to go" signal must wait in the pit area until the next restart and will lose those laps that are run under the green flag.

8. Restart Line

The Pit Steward in the pit meeting prior will designate the restart area for the track. A cone will be placed by the corner official to indicate the restarting line. Leader must reach the cone or the green flag is displayed before starting the race. No passing until the leader takes off or the green flag is displayed. Double File Restarts- NO CARS MAY PASS BEFORE REACHING THE CONE. Single File Restarts: Passing before the cone is allowed although driving below the cone or running over the cone on the restart may result in a yellow flag and a restart of the event with the offending car(s) sent to the back of the field.

9. Entering the Track

Car(s) not in the starting field at the start of an event (original green flag lap) may enter the event at a later time (during a yellow or red flag period). Cars entering the event in this manner will be ranked in the finishing order on the basis of the number of laps completed. In the event of a tie on laps completed, the car that completed the number first shall be scored as finishing first.

10. 2 Minute Rule

Cars entering the pits under caution will be given 2 minutes (time permitting) from the time they reach their pit stall **IF** they were involved in an accident or have a flat. With 10 laps or less to go no time will be given. This 2 minute rule is at the discretionary of the race track. If NSRA officials are told there isn't time in the program then this rule will not be applied.

N. RACE COMPLETION

1. Race Completion

The race is completed when: (a) the scheduled number of racing laps have been completed, or (b) more than 50 of the scheduled laps have been completed and the race is terminated and cannot be restarted. Main events terminated prior to completion of 50 of the scheduled laps shall be considered incomplete (see I-D, Cancellation of Program).

2. Final Standings

Final standings will be determined by the sequence in which the cars completed the event. Cars not completing the event will be ranked in order by total laps completed and sequence of completion.

3. Ruling a Race complete at Red Flag

If a race is stopped by the use of the red flag and is ruled complete, final standings will be determined by ranking all cars in order by total laps completed and sequence of completion through the last official race lap with the exception that cars causing the stoppage will be put at the back of the field. Finishing order will be the same as the lineup if the race had restarted.

4. Indecision of the Scorers

In the event the scorers are unable to conclusively determine any difference in physical sequence of two or more cars, NSRA officials are empowered to declare a tie for the positions involved. The officials' decision as to whether to declare a tie is not up for protest.

5. Top five finishers

The top five finishers of the main event and any other car(s) designated will report to the impound area immediately following the finish. This area will be indicated at the driver's meeting.

6. Failing to report

Failing to report immediately to the impound area will result in disqualification from the event, loss of monies and points. Fuel, C.I.D. or rule infractions will carry the same penalty.

O. PROTESTS

1. Who may Protest

Any driver or car owner competing in the program may protest any finishing position as determined by the lap scorers, by contacting the Race Director within 30 minutes of posting of the finish. In the case of a protest, the positions involved will not be paid until the protest has been settled.

2. How to Protest Engine conformity

Any qualified person wishing to protest another contestant's engine conformity must deposit \$100 with the secretary and provide a gasket set of like quality if the protest requires tear-down, along with a signed request within one-half hour after the completion of the racing program. If the protest requires just a visual inspection of the car no gasket set is required. If the car is illegal, the deposit will be returned and the guilty car owner will forfeit all money and points for the race and may be fined, suspended, or both. If the car is legal the deposit will be paid to the owner of the car protested. The existing \$100 deposit for teardown is also applicable to pumping an engine for C.I.D in the event of a protest.

3. How to Protest Tire Conformity

Any qualified person wishing to protest another contestant's tire conformity must deposit \$150 with the secretary and a signed request within one-half hour after the completion of the racing program. If the protest requires a tire sample be sent to the lab for test, the 72-hour rule is waived. If the tire is illegal, the deposit will be returned and the guilty car owner will forfeit all money and points for the race and may be fined, suspended, or both. If the car is legal the tire will be replaced by NSRA.

4. Decisions

If a protest cannot be decided in a reasonable time frame following the event it will be decided by the Board within 72 hours after completion of the protested event.

NOTE: Excepting 1, 2, and 3 above, all officials' decisions are final and are NOT protestable.

P. FINES AND SUSPENSIONS

1. Participating

All fines and/or suspensions must be satisfied before competing in subsequent events.

VI. SAFETY RULES

A. DRIVERS AND EQUIPMENT

1. Helmets and Neck restraints

Snell 2010 helmet and head and neck restraints that meet SFI 38.1 recommended.

2. Seat

Aluminum seats are mandatory. The seating system should provide a lateral support on both sides. The seat bottom must be mounted on the centerline of the chassis. It is absolutely necessary to provide a kick-up (roll-up) forward to the buttocks sufficient height and strength to prevent forward movement and/or rotation of the torso under the seat belt. It is mandatory that all cars have a headrest of high impact, shock-absorbing material behind the driver's head with a thickness of one (1) inch. Seats with built-in headrests must also comply with this requirement.

Adequate padding must be used under the buttocks to absorb impact.

3. Seat Belts

The use of an approved seat belt with a latch/lever release mechanism is mandatory. Rotary mechanisms are not allowed. Both the fastening design and condition of the belts in use shall not exceed three (3) years and must the manufacturer stamp date.

Belts must also comply with the following:

- Minimum width three (3) inches.

- Minimum tensile strength 8,000 tbs. (Loop test).

- Metal to metal quick release buckle.

- Belt material must be as short as practical.

Seat belts must be worn as tight as possible and in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spine. Under no condition may it be worn over the area of the intestines and abdomen. Seat belts must come through the seat at the bottom of each side wrapping and holding the pelvic area over the greatest possible area. At any point where the belt passes through the sides of the seat, the seat edges must be rolled and or have grommets to prevent chaffing or cutting of the belt material. Seat belts must be five or six point (crotch) belts connected to main belt quick release mechanism and securely attached to the chassis are mandatory.

4. Shoulder Harness

The use of double over the shoulder straps is mandatory. Both the fastening design and condition of the straps are subject to the inspection of the Technical committee. Life of the shoulder straps in use shall not exceed three (3) years and must the manufacturer stamp date. Shoulder harnesses must also comply with the following:

- Minimum width three (3) inches.

- Minimum tensile strength 3,000 lbs.

Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver's head and neck: At points of attachment they should be four (4) to six (6) inches apart. They should be attached in a line approximately 90 degrees to the seat back and be approximately level with the top of the driver's shoulders.

Where the straps pass through the seat or body structure of the car, the edges must be rolled or have grommets to prevent chaffing or cutting of the strap material.

Shoulder straps must be secured behind the driver s shoulders so that they are prevented from sliding sideways more than one (1) inch in either direction. Two belts joining in a "Y" behind the neck to form one strap may not be used. The shoulder harness should be worn as tight as possible.

5. Uniform

All drivers are recommended to wear fire-resistant, race-type uniform covering the full arm and leg area. Nomex, fire-retardant socks, and racing shoes or leather boots covering the ankle, fire-retardant gloves, underwear and head hood are recommended. Three (3) layered Nomex (or equivalent) fire-retardant uniform meeting SFI 3-2A/5 is recommended or a two (2) Layered outer suit over Nomex (or equivalent) underwear. **NOTE:** Any driver found in non-compliance will be restricted from competing until properly attired.

6. Arm Restraints

Arm restraints are recommended and should be worn at all times during competition.

7. Roll Cage Nets

Roll cage nets are mandatory on both sides of the car. All roll cage nets must be fitted with a functional quick-release opening mechanism. The life of the roll cage net shall not exceed two (3) years. Caution should be used when positioning head restraining nets to be certain that the driver's head cannot get under the net in case of an accident. Roll cage nets are not required with full containment seat.

8. Roll Cage Padding

All chassis protrusions roll cage tubes and roll bars in close proximity to the driver's helmet must be padded with a securely attached, high-impact material.

9. No Mirrors

The use of mirrors or rear view mirrors is prohibited.

B. PHYSICAL CONDITION

1. Drug Screen/Physical Exam

Drivers must have a physical, drug screen and/or eye examination when requested by NSRA officials. The results are to be reviewed by NSRA prior to entering any NSRA event.

2. Dentures

For safety reasons drivers should remove dentures before starting any event.

3. Contact Lenses

Corrective lenses worn by drivers must be of a safety type glass.

NOTE: Contact lenses are not advised, due to dust and foreign material in the air.

C. TRACK SAFETY

1. Emergency Equipment

Always make a mental note of where the ambulance, fire extinguishers, and exits are located at any track.

2. Running onto the Speedway

Running onto the speedway during a race or immediately after the flag has ended an event is strictly prohibited and is subject to fine or suspension.

3. In Case of Accident

In case of an accident on the track, any appointed safety crew, medical personnel and one crew member with each car involved will be allowed on the track.

4. Responsibility

Car owners are responsible for their crew.

5. Fire Extinguishers

Each racecar crew shall be equipped with a 5lb. or larger, fully charged dry chemical fire extinguisher in the pits at every race. The fire extinguisher must be in plain view and readily accessible. Penalty of \$25 will be assessed for each infraction if not complied with.

6. On Board Fire System

It is recommended, but not mandatory, that each car has a built-in operable fire extinguishing equipment with content of 2.5lbs. The container should be located inside the car and within the wheelbase, but it should not be of the dry chemical type

7. Push Trucks

All push trucks will be kept off the track until designated by the Pit Steward.

8. Clearing the Track

When the first car is pushed off, track is to be cleared of all persons.

D. EXITING THE CAR

1. Exiting Unassisted

Drivers must be able to get out of their cars unassisted regarding car design.

VII. CAR SPECIFICATIONS

A. Engine Specifications

1. CID

Cubic inch displacement is 410.0 or 360.0 \pm 1%. **Must be piston driven, cam in block, production based engine.** No super chargers, turbos or nitrous oxide allowed.

2. Blocks

- a. Must be American or Canadian Made.**
- b.** No big blocks allowed.
- c.** Aluminum blocks are allowed provided the car meets the minimum weight rule.
- d.** All cast iron engines (block and heads) will be allowed a 50 pound weight break and can run any size injection.

3. Rods

No titanium rods or crankshaft allowed. A method of inspecting rods and crankshaft is required. It is recommended that an inspection plug be put in the oil pan consisting of a one-inch pipe plug.

4. Restrictors

If down sized stacks or a restrictor is used, there must be at least two (2) inches of restriction. Restriction requirements are dependent on the following:

Aluminum block 360, stock valve angle, restriction = 2.187.

Cast Iron block 360, stock valve angle, restriction = OPEN.

360 motor more than 2 degrees from stock valve angle = 2.00.

410 motors, restriction = 1.875 restrictors.

5. Down Nozzles

Injection nozzles in heads are permitted. A maximum of sixteen (16) injection nozzles are allowed.

6. Heads

a. GM

Stock valve angle for a 360 is $23^{\circ} \pm 2^{\circ}$ -valve angles. See above for restrictor requirements on injection.

b. Ford and Mopar

All Ford and Mopar heads must be stock per factory production $+1- 2^{\circ}$. See above for restrictor requirements on injection.

NOTE: The valve angle and injection size may be checked at any time.

7. Compliance

Engines may be pumped for size and cars may be weighed for compliance at any time at the discretion of the Race Director.

8. Sealing Engines

Engines may be sealed by a technical official. After being pumped for size to eliminate the need for pumping at subsequent events by drilling two head bolts side-by-side.

B. FUEL AND FUEL SYSTEMS

1. Fuel

Fuel must be alcohol only with no performance enhancing additives of any kind or nitrous oxide.

2. Fuel Shutoff

All cars must be equipped with 1/4 turn fuel shutoff in driver's compartment within easy reach, fuel shutoff must be clearly marked as to "on" and "off" positions. It is recommended that the valve be accessible from the outside of the car.

3. Fuel Cells

The manufacturer for their intended use must approve fuel cells and/or bladders. They must be enclosed in a container constructed of steel, aluminum, or fiberglass of a minimum .063 thickness, or other approved sprint car tail tank.

4. Supporting the fuel

It is highly recommended that the fuel tank have an adequate supporting structure under the forward section of the lowest portion of the tank. This structure should follow the contour of the tank and be welded or securely attached to the frame of the car on each side.

5. Mounting the fuel Cell

When mounting the fuel tank to the chassis, all mounting points must have inner and outer plates attached to the shell. These plates must be of adequate size to insure the tank being secure to the chassis. All tanks must have a minimum of four mounts to the chassis.

6. Fuel Cell Cap

A flush-type cap is mandatory. The top access cover must be installed in direct contact with the fuel cell.

7. Tank Vent

The tank vent must have a check valve.

8. Below the Fuel Cell

The lower portion of the tail directly under the fuel tank must be louvered or left open to allow fuel to escape if the tank is ruptured.

C. CAR CONSTRUCTION

1. Size

The wheelbase must be at least 84 inches and no more than 90 inches.

The overall length will be limited to a maximum of 14 feet.

The overall width will be limited to a maximum width of 78 inches from the outside left front or rear tire to the outside of right front or rear tire.

The tread must be at least 47 inches center to center.

2. Weight

Any ballast used must be securely bolted within the confines of the frame tubes no farther than 16" forward of the front engine mount and no further rearward than the back of the seat. All ballast must be painted white and clearly marked with the car number. Weight rules are as follows, all weight is with driver and can be checked at any time:

360 aluminum/Cast blocks minimum weight = 1625lbs

360 cast block/heads minimum weight = 1575lbs

410 motors minimum weight = 1675lbs

3. Off-Set

The maximum chassis offset allowed, for both front and rear wheels is four (4) inches (8 inches overall) measured to the inner wheel bead seat.

- a. The outside of the right rear wheel at the outside bead seat of the wheel cannot exceed 43 inches from the centerline of the rear axle center section.
- b. The outside of the left rear wheel at the outside bead seat of the wheel cannot be less than 31 inches from the centerline of the rear axle center section.
- c. The outside of the right front wheel cannot be more than 43 inches from the centerline of the chassis. (See illustration A)

4. Four-Wheel drive

No four-wheel drive cars will be allowed.

5. Weight Jackers

Driver-adjustable suspension and/or weight jackers will not be allowed inside or outside of the cockpit.

6. Nose Assembly

The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body, may not exceed the width of the frame where the downtube meets the front cross member. The nose assembly may not extend forward beyond the confines of the front bumper.

7. Cockpit Opening

The cockpit opening must be at least five hundred (500) square inches, located directly behind the engine compartment and measured on a plane parallel to the ground and level with the uppermost part of the body or windscreen.

8. Air Deflectors

Any air deflector that is used to direct air for cooling shall be completely inside the confines of the nose and the solid sides of the nose shall cover this deflector. This deflector will not be moveable.

9. Oil Tanks

Oil tanks, water radiators, oil coolers and any remote engine accessories or forward facing scoops must be within the confines of the mainframe tubes. Oil tanks mounted forward of the firewall must be behind the front axle and forward of the front engine mounting plate.

Oil tanks mounted behind the engine plate/firewall may be mounted outside the main frame providing they do not protrude more than eight (8) inches from the mainframe tubes.

For the purpose of this rule the frame tube will be considered a straight line between the front and rear attachment point.

Cylindrical oil tanks mounted outside the frame, behind the engine plate/firewall, must be mounted as close to the frame as practical.

10. Radiators

No water radiators or oil coolers are to be placed above or besides the cockpit opening.

11. Chassis Centerline

The engine driveline and rear axle center section must be mounted on the chassis centerline. The engine must be mounted in a vertical position. A maximum of one degree from vertical and 1/2-inch offset from center will be allowed. The driver shall be seated directly behind the engine and on the centerline of the chassis. The tail tank and the car's bodywork must be on the centerline of the chassis.

12. Cockpit

A suitable guard must shield all revolving parts inside the cockpit. Open drive shafts must have adequate restraining loops fore and aft. These restraints should be a minimum of one (1) inch tubing or equivalent materials. The U-joints must have shields of a minimum 1/8-inch steel or aluminum.

a. Torque-Arms

Torque arms located within the driver's compartment must be restrained with safety loops of adequate strength.

b. Torsion Bars

Chassis using front torsion bars May not have the bar tubes below the horizontal centerline of the front spindles.

13. Engine Cowling

The engine must be covered with a cowling or hood secured in place. The hood or cowling need not enclose the sides of the engine.

14. Floorboards/Under pan

All cars must have a floorboard or under-pan, utilizing aluminum or equivalent alloy, under the cockpit area. The under-pan should extend from the engine plate to a point six (6) inches past the leading edge of the seat.

a. Under-Pan Specifications

Under-pans may not extend rearward past the leading edge of the rear axle. Under-pans or floorboards must be bolted to the chassis in the cockpit area. The under-pan or car bottom must be flat from side to side without any aerodynamic aids. Horizontal panels must not extend below the plane of the under-pan. It is recommended that under-pans be constructed of aluminum or equivalent alloy, extending from the front of the engine to the rear engine plate. It is recommended that a fireproof absorbent pad be used under the engine.

15. Car Body Design

Body panels rigidly attached to the frame to prevent chassis flex will not be permitted. All body panels must be readily removable. Right side cockpit panels may be a maximum of thirty-six (36) inches high as measured from the top of the bottom mainframe tubes at the engine plate and projected rearward. Any hood or cowl panels higher than thirty-six (36) inches from the top of the bottom main frame tube may not extend rearward past a point twenty-eight (28) inches forward of the rear vertical (or more forward) roll cage tube. Side panes cannot extend rearward past the rear diagonal roll cage tube or brace, single panel sail panels between the rear cage upright and brace are allowed.

16. Spill Plates

Vertical spill plates may be used on the outer edges of the hood and can be a maximum of 2 1/2 inches in height. The outside dimensions of these spill plates cannot be wider than 24 inches at the front and 30 inches at the rear of the hood. Sun visors are limited to seven inches from the top to bottom including any tabs, extensions, etc. and cannot be wider than the cage. Sun visors cannot extend above the cage.

17. Roll Cage

All cars must have a roll cage, which is integral with the frame and does not encroach upon an imaginary cylinder, 20 inches in diameter, extending through the top cockpit opening. The roll cage must be adequately braced fore and aft, and side to side, to secure it in an upright position in case of rollover. The roll cage should extend four inches above the driver's helmet when he/she is seated in the driving position.

All roll cages must be constructed of SAE 4130 seamless tubing with a minimum O.D. 1 3/8" and minimum wall thickness of .095. The roll cage must be gusseted in all four corners. For all new construction, gussets must be tubular and attached a minimum of 2 inches from the centerline of the angle being gusseted. Material must be a minimum of 1 1/16" O.D. x .095 wall thickness or 7/8" O.D. x .065 wall thickness.

18. Nerf-Bars

All cars must be equipped with rear wheel nerf-bars. The right rear nerf-bar cannot extend beyond the outside edge of the tire.

Nerf bars must be constructed from SAE 4130 alloy tubing or equivalent having an O.D. of one (1) inch, a minimum wall thickness of .065 inch and a maximum wall thickness of .120 inch. A maximum of three horizontal and/or three vertical tubes are allowed in the construction of nerf-bars. No ballast is allowed in the nerf-bar tubing. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly.

19. Rear Bumper

All cars must have an adequate rear bumper for push starting.

20. Front Bumper

All cars must be equipped with a front, tubular style bumper. No part of the car may extend beyond the front bumper. Front bumper may be no more than 28" from the front of front axle. Bumper must be constructed from SAE 4130 alloy tubing or equivalent having an O.D. of one (1) inch, a minimum wall thickness of .065 inch and a maximum wall thickness of .120 inch.

D. STEERING AND SUSPENSION

1. Engineering

The steering mechanism must be engineered and assembled in accordance with sound engineering principles.

2. Design

All highly stressed steering parts must be made from SAE 4130 steel or an alloy, specified by the manufacturer of the part as equivalent in necessary strength for its intended use.

3. Sway bars

Sway bars allowed.

4. Steering Wheel

The steering wheel hub must be padded with a resilient material or not less than three-fourths (3/4) inch thickness. Removable steering wheels incorporating a quick release mechanism are mandatory. Pip pin type mechanisms are not allowed.

5. Steering Link Strap

The use of an approved steering link strap is recommended.

6. Traction Control Devices

No traction control devices of any kind will be allowed, mechanical or electronic. All MSD boxes/coils will be mounted on the engine side of the firewall and all wiring associated with these devices will not enter the driver's compartment at all. At the discretion of the race director the magneto of a suspicious car will be pulled off and sent in for testing by a professional. NSRA or one of its car owners will provide a magneto to the suspect car owner while the testing is being done. If it tests negative for traction control devices, NSRA will pay for the testing. If it tests positive for traction control devices the owner will pay for testing, pay back any purse monies received for the season to date and loses all points earned from NSRA previously in that season before he will be allowed to compete again with NSRA.

7. Electronics

All electronics to be removed from cars for entire race day.

E. AXLES

1. General

Independent suspension is not permitted. The car's axles connecting the wheels must be of one-piece tubular construction without the capability of camber adjustment to the wheel assembly. Any other construction will be considered as independent suspension. The rear end gear assembly must be of conventional design with only one set of spur gears located behind the ring and pinion.

2. Spools

Front axle spools attached by the coping method must have the axle wrap around the spool at least two thirds of the spool diameter. Gusset plates are recommended on all spools.

3. Front Axle

All front axles must be constructed of SAE 4130 steel or a steel alloy equivalent in structural strength. Titanium front axles are not permitted.

4. Spindles and Hubs

Steel front spindles and hubs are recommended. Steel or one (1) inch aluminum torsion bar arms and stops are recommended for the right front suspension. Any car using a lug-nut type right front hub must use all six lug nuts. A 360-degree pressure plate of either 1/8-inch steel or 3/16-inch aluminum must be used between the lug nuts and the wheel face.

F. BRAKES

1. General

All cars must be equipped with a foot operable braking device to stop all wheels.

2. Master Cylinder and Brake Lines

Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not allowed anywhere in the braking system.

3. Loss of Brake During an Event

If at any time during a competition it becomes evident that a car is without brakes the necessary repair must be completed before the car can continue in the competition.

G. WING

1. Total Area

Maximum Top Wing Area 3600 sq. in.

Maximum Front Wing Area 864 sq. in.

2. Dimensions

All NSRA cars' top wings will meet the following specifications:

Maximum length or width of 72" and cannot extend outside of the rear tire/wheel assemblies.

Top wing sideboard height will be a maximum of 30".

No wing rear lip (wicker bill) will exceed 1" in height.

All stages of multi-stage wings will be measured in a straight-line method and added together for a total wing area. All wing assemblies must be securely attached to the chassis of the car.

3. Obstruction of View

Sitting in the car's seat, the driver must have a minimum 135-degree of unobstructed vision on each side for a total 270 degrees. This rule pertains to all wing (airfoils) attached to the bodywork and free standing.

4. Rear wing

Airfoils mounted to suspension components will not be permitted. The top wing may not extend more than 36" beyond the centerline of the rear axle.

5. Wing Sliders

Wing sliders allowed.

6. Front Wing

- a) Top area may not be larger than six square feet.
- b) Width may be not wider than 36".
- c) Shall not extend beyond the front bumper.

H. EXHAUST SYSTEM

1. General

The angle of exhaust shall be parallel with the ground and must deflect the exhaust and heat so that it will be diverted from cars and drivers following.

2. Muffler

A muffling device will be required. All cars must meet local speedway DBA requirements. **Track will notify cars that are too loud.**

I. MISCELLANEOUS

1. Ignition

All cars must be equipped with an ignition switch located within easy reach of the driver and clearly marked "on" and "off".

2. Radios

Two-way radios are not allowed. One way race official communication is mandatory.

3. Throttle

Throttle toe straps are mandatory. In addition, a minimum of three (3) return springs must be connected to different locations on the throttle system. One spring must be on the butterfly shaft. If the throttle mechanism is the cable type, the cables must be encased to insure push-pull action. The throttle pedal must have a wide-open pedal stop.

4. Violations

Proof of any willful violation of Section VII-Car Specifications will result in loss of points and money for that program.

5. Non-Conformance

Non-conforming vehicles may be allowed to compete on a race-by-race basis at the discretion of the Technical Committee with approval of the Race Director. However, if correctable at the track with equipment on hand before the event, the vehicle will be made to conform to rules according to Car Specifications, Section VII of this Rule Book.

VIII. TIRE AND WHEEL SPECIFICATIONS

A. WHEELS

1. Total Number

The number of wheels allowed is restricted to two (2) front wheels and two (2) rear wheels only on each car.

2. Rims

Wheel rim width is limited to a maximum of twenty (20) inches, measured between the outer bead seats of the rim. The right rear wheel rim must have a safety bead or some form of tire bead locking device on the outer bead seat of the tire and wheel assembly. The rim diameter must be at least 15" and all wheels must meet with the official's approval.

3. Approval

The manufacturer must approve all wheels utilized for racing. Standard production steel passenger car wheels will not be permitted. Fabricated and/or split rim wheels must have the specific approval of the NSRA Technical Committee.

B. TIRES

1. Altering

No soaking of tires. Siping, grooving allowed.

2. Tire Bleeders

NO tire bleeders of any kind are allowed.

3. Tire Changes

4 tires on car will be marked before the start of qualifying. Those 4 tires must be ran during qualifying, the heat races as well as the A-Main. If you change to any other tires except those that are marked you will be put to the back of the full field of cars for that event if inspected prior to the event by an NSRA official and deemed "damaged" (must have tech approval.) Heat race points and A-Main points will be awarded as normal. Position Improved points will accumulate once you reach your original starting position. IF the tire in question is changed with a previously marked tire (from another event) AND approved by tech then no penalty will be assessed for changing tire. If tech approval is not granted prior to the event, for heat races the penalty will be no points awarded for that heat race. For the A-Main, offender will start at the rear of the field and will receive finish points only. No Position Improved points will be awarded. On tracks larger than 1/2 mile a 5th tire will be marked.

4. Specifications

Tires for 2019 will be Hoosier Racing Tire.

- LF-11.0/24.0-15 2010
- RF-11.0/24.0-15 2030
- LR-26.0/13.0-15 M30
- LR-26.0/13.0-15 M20
- RR-17.0/28.0-15 2045

IX. PURSE PAY OFF

A. TOW MONEY

1. Minimum

The \$150 minimum pay out for all participants that attempt to qualify remains in force unless car counts raise so high that an adjustment must be made. The Board of Directors will make such an adjustment if they feel it is necessary.

2. Distance Traveled

- Under 70 miles= \$50 tow money.
- 71-200 miles= \$150 tow money.
- 201-400 miles= \$300 tow money.
- 401-600 miles= \$400 tow money.
- Over 600 miles= \$500 tow money.
- If ferry travel is required \$600 tow money.

B. POINTS MONEY

1. Based on Total

Purse pay out will be decided when car count for the entire event has been determined. Pay out will be in accord with points earned for the entire event. If an event is deemed incomplete, the net purse will be distributed according to points earned up to cancellation or distributed equally to all cars that have attempted to qualify if no points have been earned for the event.

2. Distribution

The gross amount of the purse less these amounts:

\$350 will be deducted per race for NSRA admin fees

Total tow money

12% club duties

\$150 to the top finishing Limited motor - cast iron heads

\$100 to the 2nd finishing Limited motor – cast iron heads

\$50 to the 3rd finishing Limited motor – cast iron heads

The balance to be paid by points system, i.e., the balance of purse divided by the total points for the entire event, giving each point a dollar value. That value times the number of points earned by each car, added to tow money.

C. SEASON POINTS FUND

1. Season Championship Points Fund

The points fund distribution, if one exists, shall be to competitors with the highest point totals who have also participated in 70% or more of the NSRA sanctioned events during the season and bought all their tires from NSRA. Distribution shall be based on the number of points earned. Driver points will accumulate "per driver" throughout the season. Owner points will accumulate "per owner, per car number" throughout the season.

X. GENERAL RACE PROCEDURES

1. Scaling before or after qualifying will be decided at the pit meeting.
2. Dashes – 4 laps, fully inverted – roll from pits – Scratching from the “A” Dash costs you your qualifying points and scratching from the “B” Dash will cost you 5 points.
3. Heats – 8 laps, full invert - roll from pits, must finish in top 6 positions to be included in main event invert. Single file restarts after caution.
4. Mains – Laps and invert will be decided at the pit meeting. All races will roll from the pits unless otherwise notified. Double file restarts. Leader chooses hi/low, everyone else in line. Leader starts the race. Lapped cars to the back and get a lap back. With 10 laps to go, single file, lap cars stay in their positions. After a double file restart if one lap is not completed before a caution then the next restart will be single file.
5. Starts/Restarts – Cones/lines will be determined at the pit meeting. Initial starts, the front row will start the race in the designated area once the green flag is displayed. Restarts, the leader can start the race once in the “designated” area. Second must wait for the leader or the green flag.
6. Top 3 to Start Finish after A-Main and then to scales for tech inspection, top Sportsman car to Start/Finish. 4th & 5th go directly to the scales after the main event finish, do not stop at your pits. On 2 night events the engines will not be pumped for the top 3 on the first night. All engine pumps will be done at the completion of the weekend for the top 3 BOTH nights.
7. Warm up procedure - all cars push off and line up single file in starting order for all race events. Once lineup is correct starter will motion for warm up laps. All warm up laps are single file with no passing. The starter will throw the yellow and motion for the field to form 2 rows.
8. Starter will show 1 to green and the green will always come out the next lap regardless of situation unless there is a safety hazard preventing it. If there was an issue the caution will be brought out on the backstretch.
9. No scrubbing tires on the 1 to green lap.
10. If there are 2 false starts, one or both of the front row cars will be sent to the rear of the field.
11. If you bring out the yellow or are involved in 2 yellows in any Dash, Heat, or “B” Main you are finished for that race. If you bring out the yellow or are involved in 3 yellows for the Main event you are finished for the night.
12. If you spin, don't try to 360 and keep going, just stop. We will go yellow & you will go to the back.
13. Red flag – 4 people per car, hand tools only, must have NSRA membership and get approval from officials before entering.
14. All refueling in the pits or on the track will be done with the driver out of the car & you must have a fire extinguisher or bucket of water present - \$100.00 fine for non-compliance.
15. Raceceivers are REQUIRED on channel 454.0000. Every driver must be able to hear the officials or will not be allowed on the track.
16. Drivers, owners, and crew members please conduct yourselves as the Professionals we are and know that the drivers are held accountable for the actions of their crews.