

## **UMSS/NR Engine Protest Rule (Applies to Renegade Series for 2021 Season)**

### **Application**

The engine protest rule is applicable to all drivers at all UMSS/NR events.

### **Race Cars Subject to Being Protested**

All race cars competing in a UMSS/NR feature event.

### **Drivers Eligible to Protest**

All UMSS/NR licensed drivers competing in a UMSS/NR feature event are eligible to protest any race car engine used to compete in a UMSS/NR event. All protests must be executed with a UMSS/NR Tech official prior to the start of the feature race. A protest fee of \$300.00 (in US cash currency only) must be tendered to execute a protest.

### **Disposition of Protest Fee**

If, after tear down, the protested engine is found to be legal, \$250.00 of the protest fee will be paid to the protested driver, and \$50.00 will be paid to the UMSS/NR Tech official. If the protested engine is found to be illegal, \$250.00 of the protest fee will be returned to the protesting driver, and \$50.00 will be paid to the UMSS/NR Tech official.

### **Protest Procedure**

After the feature race, a UMSS/NR Tech official will notify the driver that his or her race car engine is subject to a protest. The protested driver will schedule a teardown procedure with the UMSS/NR Tech official. The teardown procedure may take place at the track, or other suitable location, within a reasonable period of time.

### **Special Provisions Related to Protests**

- A licensed UMSS/NR driver is the only participant that may protest.
- A driver may only protest one engine per race.
- The UMSS/NR Tech official has the final word on the legality of the engine involved in a protest.
- No person shall prevent or interfere with the protest procedure.

### **Withdrawal of Protest**

If a driver declares an intent to protest, and tenders the required protest fee, the protest procedure must be executed. If a driver attempts to rescind or cancel a protest, the driver will lose the protest fee, will forfeit all money and awards for the event, and will lose all points earned to date.

### **Refusal of Protest**

A driver who refuses to allow a tear down procedure pursuant to a protest shall be subject to a one year suspension, a \$2,500 fine, and must repay all winnings earned in the current season.

**No engine can be protested more than once per season. The UMSS/NR may perform an engine teardown procedure at any time.**

## **FLAGS**

### **Green**

When the green flag waves, it constitutes the beginning of a race, even if the initial lap is not completed.

### **Black**

Leave the race surface and pull off the race track without causing a yellow, and as safely as possible. A black flag may indicate something is wrong with a car, and is jeopardizing the safety of participants. Failing to acknowledge a black flag is an automatic disqualification.

### **Yellow**

Reduce speed, proceed with caution, and do not pass. Drivers are to form a single file, nose-to-tail, and await the restart lineup. Scoring stops under yellow conditions. There is no racing back to the start/finish line allowed.

Note: Any driver that stops his race car during a yellow flag condition will be placed at the rear of the field, even if the driver was not involved in an incident. If a car loses a mechanical part that causes a yellow, the driver may be allowed to restart at the rear of the field, but only if the mechanical part that was lost does not constitute a safety issue or break any other rule. If debris from one car becomes hooked on another car, the yellow flag will come out. The driver will be stopped to have the debris removed, and the driver will get their spot back. The driver of the car losing the mechanical part, and causing the yellow condition, will restart at the rear of the field. If a car is damaged in an incident, or the driver stops on the track due to a mechanical failure, the track will go yellow. If this occurs during a heat race, and the car cannot continue in its current condition, the race car will be removed from the race surface. If this occurs during a feature race, the driver may proceed to the designated work area where the driver's pit crew will be given two laps, after the cars on the track are in their correct starting order, to make any necessary repairs. After the repairs have been completed, the driver may rejoin the race at the rear of the field. If repairs cannot be completed in the time allowed, the driver will not be allowed to rejoin the race. Designated work areas are located off the race surface. Crews are not

allowed to work on the car until the race car is in the work area. If work begins before the race car is in the work area, the driver will be disqualified.

### **Red**

The race is stopped. Drivers are to slow down and stop as quickly and safely as possible. Drivers are not to drive through a red flag crash scene. Doing so will result in a penalty. If contact is made, and the driver's car comes to a stop because of it, the driver is considered involved. Spinning to avoid a red flag situation is also considered being involved. All drivers involved in a red flag incident will restart at the back of the field.

During red flag conditions, drivers are to stop their car on the upper half of the racetrack to leave the bottom lane clear for emergency vehicles. This also allows an lane open to push off race cars when the track returns to yellow.

All red flag conditions are considered closed unless otherwise designated. Working on a race car during a red condition is not allowed. If UMSS/NR officials decide to open up a red flag, drivers will be notified via the Raceiver radio, and crews will be given the proper instructions on what can be done to the car (for example, fuel and tear-offs only).

### **Blue**

Hold a steady predictable line. Faster cars are approaching.

### **White**

The white flag tells a driver there is one lap to go before the completion of a race. If a yellow or red flag occurs on the last lap, the restart will be a green-white- checkered finish.

### **Checkered**

The race is finished.

### **Yellow/Checkered (both)**

An incident has occurred on the track after the checkered has been shown to the leader or already waved. The drivers crossing the line prior to the yellow flag condition will be scored as finished. The remainder of the field will be scored from the previous lap. Drivers involved in the incident will be scored at the rear of the field on the last scored lap. Weather, time, track conditions, or other factors can also cause a yellow/checkered.

### **Red/Checkered (both)**

Same as yellow/checkered; however, the incident is more severe and cars need to stop immediately and follow the normal "closed" red flag procedures. The race is over if a red/checkered flag comes out.