

2020 General Rule Book

Northern Renegade (NR) OFFICIALS

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SPIRIT OF THE RULE

Although every effort has been made to provide complete, accurate, and clearly written rules, the NR cannot possibly anticipate every situation or circumstance. With this constraint in mind, the NR will use the “Spirit of the Rule” in all decision-making processes. The “Spirit of the Rule” refers to the original intent of every rule and classification. Additional adjustments, alterations, modifications, and/or replacements not covered by written rules should not be assumed to be legal under the “Spirit of the Rule.” The “Spirit of the Rule” will be the final criteria by which rules will be interpreted and enforced.

RULE BOOK 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. The rules shall govern the condition of all events, and by participating in these events, all participants agree to comply with the rules. No expressed or implied warranty of safety shall result from publication of, or compliance with the rules and/or regulations. The rules are intended as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to a participant, spectator, or official.

NR officials are empowered to permit minor deviation from any of the specifications herein, or to impose further restrictions that in the official’s opinion, do not alter the minimum acceptable requirements. No express or implied warranty of safety shall result from such alteration of specifications. All interpretations or deviations of the rules is left to the discretion of the NR officials. The NR official’s decision is final.

NR Tech officials shall have full authority, at the discretion of the NR official in charge, to make decisions on behalf of the NR. A NR Tech official may disqualify any competitor, at any time, for rule violations, hazardous equipment, or hazardous actions. Vehicles approved for competition by a NR Tech official is not a guarantee that the inspected vehicle is mechanically sound. NR Tech officials shall not be liable for any mechanical failure nor for any losses, injuries or death resulting from inspections.

PARTICIPANT SPECIFICATIONS

License

All drivers competing in a NR event must have a current NR sprint car drivers' insurance. The cost of an annual license is \$95 with \$100,000 excess insurance. A driver will not be allowed on the race surface until a completed license application is turned into the NR. Forms can be found at www.nrsprints.com in the rules/forms section. The cost of the license, insurance, and draw fee may change at any time without prior notice.

Age Restriction

Drivers must be at least 16 years old to compete in either sprint car division during the 2020 season. Race facility management may also have age constraints that override the NR age limits. If there is a question on age constraints at any particular race facility, drivers should check with the race facility management to determine age restrictions at the track in which the driver wants to compete.

For the 2021 season, drivers must be 17 years of age. In 2022, drivers must be 18 years of age. Management reserves the right to make exceptions to the age requirement when other factors can be considered.

Participant

Each driver, car owner, sponsor, mechanic, crew member, or any other pit personnel taking part in any NR sanctioned racing event is a participant. All such participants are voluntarily involved in a NR sanctioned racing event, with the full understanding that all participants must abide by all the rules and regulations of the NR. By voluntarily participating in a NR sanctioned racing event, all participants acknowledge that they are fully aware of the risks involved in the sport of auto racing, and that by participating in such a racing event, they assume all such risks. This acknowledgment extends to all NR drivers entering the pit area whether racing or not.

Rookies

For their first three race nights, all rookies will start each race from the back of the field. Rookies may be started at the back for more than three weeks at the discretion of NR officials. In addition, rookies must display a NR rookie flag on their race car for the entirety of the rookie's first season.

Transponders

A functional transponder is mandatory and must be mounted vertically, behind the most forward right front upright of the frame.

Radios

The use of functional Receiver radios by all drivers in competition is mandatory.

Drivers' Meeting

All drivers must attend the drivers' meeting. Any foreseeable changes to the program or format will be announced at the drivers' meeting. Announced changes will always take precedence over the written rules for that event. The draw will be held immediately following the drivers' meeting. Drivers that miss the driver's meeting may not be allowed to draw or compete, at the discretion of the NR officials.

Decals

All cars must display the official NR sponsor decals. Cars must display decals on the outside of both side panels of the top wing, on the body of the car, or as designated by the NR. As a show of appreciation for a sponsor's contribution to the NR, car owners are highly encouraged to display NR sponsor decals in such a way, that it benefits the sponsor.

CONDUCT & SPORTSMANSHIP**Conduct**

All NR participants are guests at each facility the NR visits. All participants are reminded to conduct themselves accordingly.

Driver Responsibility

The driver is responsible for the actions of the driver's pit crew. The driver shall be the sole spokesperson for the car owner and pit crew in any and all matters and will be accountable to the NR and track officials in all matters regarding team member's conduct or behavior.

Drugs and Alcohol

The use of illegal drugs is prohibited. The consumption of alcoholic beverages before the entire racing program has completed is prohibited. Race facility management may also have rules that further restrict alcoholic beverage consumption in pit areas. As a guest of the race facility, all NR participants will comply with race facility rules.

Abusive Behavior and Unsportsmanlike Conduct

Sprint car racing is an extremely emotional sport. The spirit of sportsmanship is the cornerstone of any competitive racing program, and professional conduct of all participants is expected. The expectation of professional conduct includes respect for all participants, drivers, owners, pit crews, sponsors, and officials. The NR will always strive to be consistent when making decisions, no matter what or who is involved, and will treat all participants with respect. Similar conduct from participants is expected in return. Fighting, harassing, or verbally abusing any NR official, security personnel, safety worker, firefighter, tow truck operator, push truck operator, racetrack worker, or race track management will not be tolerated.

No participant shall engage in improper behavior on or off the track, while in or out of the race car. No participant shall subject any NR official, track official, track employee, sponsor, or participant to any abusive or improper language at any time. No driver shall get out of their race car to verbally assault or threaten any NR official, track official, track employee, sponsor or any other participant.

A participant is considered at fault if in a competitor's pit area without an invitation, or is in a tech area without having a car present for tech.

Examples of Unacceptable Behavior

1. Attempting to, or physically abusing any event official, including pushing, punching, touching, grabbing and/or grabbing the official's equipment, etc.
2. Verbally abusing any event official.
3. Pushing a racecar off from the wrong area and/or not stopping in the designated area as to cause undue confusion and/or delay.
4. Failing to stop for, and/or allow a post-race inspection.
5. Attempting to drive roughly, and/or bumping another competitor unnecessarily.
6. Attempting to use unapproved fuel.
7. Attempting, and/or using tires that are found to be unapproved in any manner.
8. Attempting to, or using an unapproved engine.
9. Failing to quickly stop for a red flag, or driving through the incident area.
10. Going into another competitor's pit area, or to another competitor's car, and becoming involved in any type of altercation.
11. Involvement in an altercation that results in physical contact.
12. Driving a racecar in an area that is closed to race car traffic, or driving through the pit area at excessive speed in either a race car, scooter, or 4-wheeler.
13. Entering the racing surface or infield without permission under a controlled period.
14. Ignoring a flag or official signal.
15. Violating any substance abuse rule at any event.

16. Any behavior at or away from the track deemed detrimental to the NR.

Violation of Spirit and Intent of Rules & Unsportsmanlike Conduct

Any participant who defies or violates the intent or spirit of the NR rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with by the NR, or track officials, all depending upon the nature of the infraction. Unsportsmanlike conduct is a non-appealable offense.

Reserved Participation Right

The NR, and the track promoter, reserves the right to refuse to accept the entry of any car or participant. Furthermore, the NR, and the track promoter, reserves the right to revoke or cancel any entry, or any participant's claimed right to be on the track premises, if it is determined that a participant's presence or conduct is not in the best interest of the sport of auto racing, the other competitors, the spectators, track management, event employees, or the NR.

Penalties

To encourage professional conduct at NR events, the following system of penalties shall apply:

- The NR Competition director shall be empowered to immediately disqualify any competitor for the remainder of the event and impose a suspension of up to 3 additional events. The Director shall also be empowered to impose a penalty of up to \$2,500.
- Disqualification will include loss of all points and prize money.

Finality of Decisions and Interpretations, and a Covenant Not to Sue

The decisions of the NR officials, or track officials, at a NR sanctioned event, shall be final, binding, and cannot be appealed. This includes the way the rules are interpreted, application of the rules, and the scoring of positions.

All participants, as a condition of participating in a NR-sanctioned racing event, agree that all decisions of NR race officials, or track officials, regarding the interpretation and application of the NR rules, and the scoring of positions, will not be litigated. All participants further agree that they will not initiate any type of legal action against the NR, or a NR promoter, to challenge such decisions, to seek monetary damages, to seek injunctive relief, or to seek any other kind of legal remedy. If a participant pursues any such legal action which violates this provision, the participant expressly agrees to reimburse the NR, or the NR promoter, for all of its attorney's fees and costs in defending against such legal action.

Off-Track Actions

Sportsmanship does not just pertain to activities at the track. As a competitor with the NR, drivers are always expected to act professionally. The same sportsmanship expected while competing at race facilities, as documented in the NR rule book, applies to the publication of public media content, social media content, and online activities. When creating and publishing public content, social media content, or online content, the content must be in accordance with the spirit of sportsmanship expected of all NR competitors, or it will be considered an act of unsportsmanlike conduct. Any conduct, including the publication of public content, social media content, or online content, that adversely affects the NR, NR officials, sponsors, or other competitors, may result in disciplinary action up to and including a suspension and fine. This guidance also pertains to NR officials and NR employees.

CAR & DRIVER SAFETY REQUIREMENTS

On-Track Incident

If you are involved in an on-track incident, **DO NOT EXIT YOUR SPRINT CAR UNLESS IT IS ON FIRE OR YOU ARE INSTRUCTED TO DO SO BY AN OFFICIAL. Any driver that exits their car after it has been pushed onto the race surface for reasons other than the above will not be allowed to continue in that race and will be scored in the appropriate spot for points and pay.**

Mandatory Equipment

1. Fuel bladder
2. Full containment racing seat
3. Quick release steering wheel
4. Racing approved five (5) point seat belt restraints that are no more than three (3) years old. If seat belts are purchased after the season, but before January 1, a receipt will be required. **Reviewing and adhering to the guidelines described in the following hyperlinks is strongly recommended.** Seat belts **must** be properly installed.
 - <http://simpsonraceproducts.com/pdf/inst/MountingBrackets.pdf>
 - <http://simpsonraceproducts.com/pdf/inst/Seating%20Positions.pdf>
 - <http://simpsonraceproducts.com/pdf/inst/Web%20Installation.pdf>
 - <https://www.butlerbuilt.net/Content/Images/uploaded/how-topdfs/PROPER%20Seat%20and%20Seat%20Belt%20Mounting-SPRINT.pdf>
5. A full coverage racing helmet (Snell rated SA10 or SA2010 or newer) meeting acceptable industry standards is required. A Snell rated SA15 or SA2015 or newer helmet will be required for the 2021 season.

6. A minimum two (2) layer approved fire suit, shoes, stocking, underwear, hood and Nomex gloves meeting acceptable industry standards is required.
7. Arm restraints
8. Receiver radio
9. Head and neck restraint
10. Rock screen
11. Transponder
12. There must be a minimum of 2" clearance between the top of the driver's helmet and the top of the sprint car frame with the driver sitting upright and squarely in the car. If 2" of clearance does not exist, a sprint car halo with 2" of clearance between the top of the driver's helmet and the bottom of the halo bar must be properly installed in accordance with industry standards. 4" of clearance is strongly recommended. Any racing seat with more than one half inch of padding will require additional clearance.
13. A fire extinguisher, suitable for use with methanol and oil fires, must be charged, staged, and readily accessible on all race trailers, 4 wheelers, and push vehicles.

Strongly Recommended Equipment

1. High impact roll bar padding
2. Knee protection
3. Fire resistant "Impact Dissipating Race Seat Padding," "Crash Pad," or a "Visco-Elastic Polymer Padding" product for race seats that is designed to distribute impact forces. Impact dissipating seat padding should not cover the entire seat, and should not have a thickness that exceeds 1/2 of an inch.

It is recommended that seat belts be replaced every season.

Any safety or fire safety gear should be in good condition and serviced annually or as needed.

Unsafe Cars

Any car thought to be unsafe by NR or race facility officials will not be allowed to race.

4-Wheelers

In Pits: All 4-wheelers, gators, etc. should either be in your pit stall or behind your car at all times. **No running around the pits.**

All 4 wheelers, gators, and vehicles used to push a sprint car shall have a pusher plate constructed in such a way so as to prevent the 4-wheeler, gator, or push vehicle from getting hooked on, over, or under a sprint car rear bumper. All 4 wheelers, gators, and

push vehicles are required to have a charged, and readily accessible, fire extinguisher suitable for methanol and oil fires.

During Races: All teams that have 4-wheelers, gators, or push vehicles, will be asked to push off their own sprint car prior to the start of each race and after red flag periods. No 4-wheelers, gators, and push vehicles will be allowed on the race surface or in the infield at any other time. The location of a designated area for 4-wheelers, gators, and push vehicles to park during the race will be announced at the driver's meeting. Note: No 4-wheelers, gators, or push vehicles will be allowed behind a sprint car until a red flag situation changes to yellow, and the push-off process begins.

Some tracks may have special procedures for 4-wheelers, gators, and push vehicles. This information will be communicated at the driver's meeting. It is the driver's responsibility to pay attention, and ensure team members comply with the rules.

ORDER OF EVENTS

Time Limits

Each race will have a one minute per lap rule (e.g., a 20 lap race must be completed within 20 minutes). This rule will be enforced within reason.

Push-Off Lane

All cars must be in the designated push-off lane, or in route to the push off lane, when the first car is pushed off to start any event. Cars not in, or in route to the push-off lane, will start the race at the back of the field.

One Push-Off Per Race

Drivers are allowed only one push-off prior to the start or restart of any race. If a driver requires a second push-off, the driver will go to the back of the field. This rule will not apply if a second-push off was necessary due to safety concerns on the part of track or NR officials.

Packing

All drivers must participate in track packing when requested. Failure to pack the track when requested may result in having to start at the back of the field for all races at that event.

Hot Laps

Drivers are not allowed to hot lap while push trucks, officials, or safety crews are on the race surface. When a driver is pushed off for hot laps, the driver must wait until the race surface is clear and the light goes green before hot lapping.

Do not try to hot lap under a yellow condition. Hot lapping under anything other than a green light is a critical safety issue! A driver can be black flagged and penalized for hot lapping under a yellow condition. When a track is yellow, officials may be on the race surface, in push trucks, or in safety vehicles on the race surface.

There is absolutely no reason for a driver to endanger the lives or wellbeing of officials or track workers who are there to help the competitors.

RACE PROCEDURES - NR WING AND TRADITIONAL SPRINTS

Heat Races

1. Heat races will be held at all events.
2. Each heat race will have a maximum of 8 cars.
3. The car count at the close of the drawing for heat races will determine the number of races to be run (8 or less cars = 1 race, 9-17 cars = 2 races, 18-24 cars= 3 races, 25-32 cars = 4 races, 33-40 cars = 5 races, 41-50 cars = 6 races).
4. Heat races will be a minimum of 8 laps
5. Each competitor will draw for a heat race start position. As each driver draws a number, that number will be posted. This procedure will be repeated until a number has been drawn for each driver that wishes to compete. The lowest number goes to the pole of the first heat race; the next lowest drawn number goes to the pole of the second heat race, and so on. Once the pole positions in each race have been filled, the next lowest number goes to the outside front row of the first heat race, and so on. If there are an uneven number of cars to equally distribute between races, the last cars will be placed at the back of the lowest numbered races. Any driver not represented at the drawing shall start at the back of the field. Rookies will start at the back of the field for a minimum of three events.

Passing points earned from the heat race, in accordance with the NR passing point chart, will be used to determine the starting lineup for the B-Main and feature race. Rookies that are required to start at the back of the field will also start at the back of the field for the B-Main or feature race, regardless of how many passing points were earned in the heat race. The six (6) drivers earning the most passing points out of the heat races shall redraw for the top six (6) starting positions in the feature race. The remainder of the field will line up behind the top six (6) heat finishers based on passing points earned. All drivers not qualifying for a position in the feature race will be lined up in a B-Main race based on passing points earned.

B -Main

1. One or more B-Main races may be held at events with total car counts of 21 or more, unless the promoter chooses to start all cars.
2. Each B-Main race will have a maximum of 20 cars.
3. The total car count for the event will determine the number of B-Main races to be held. A single B-Main race may be held if less than twenty (20) drivers do not qualify for the feature race. Two (2) B-Main races may be held if more than twenty (20) drivers fail to qualify for the feature race.
4. B-Main races will be a minimum of 12 laps.
5. For events with one (1) B-Main race, the top four (4) drivers transfer to the back of the feature race. For events with two (2) B-Main races and 5 heat races, the top five (5) drivers from each B-Main race transfer to the feature race. Events with two (2) B-Main races and 6 heat races, the top four (4) drivers from each B-Main race transfer to the feature race. All rookies that are required to start at the back of a field, will start at the back of the field if they successfully transfer into the feature race.

Feature Race (sometimes referred to as the A-MAIN race)

1. The feature race will be the final race at each event.
2. Each feature race will have a maximum of 20 cars. The promoter may choose to add additional cars if track conditions are such that additional cars can be safely accommodated.
3. Each feature race will be a minimum of 20 laps.
4. The top six (6) drivers out of the heat races will redraw for the top six (6) starting positions in the feature race. All other drivers will line up behind the top six (6) heat finishers in accordance with passing points earned. Rookies will start at the back of the field for a minimum of three events.
5. When calculating starting positions for the feature race, it is possible for drivers to have the same passing point total. All ties will be broken in the following manner.
 - If both drivers were in the same heat race, the driver with the highest finishing position in that race will be awarded the higher starting position in the feature race.
 - If the drivers were not in the same heat race, the higher starting position will go to the driver that ran in the first heat race.

The NR reserves the right to change the format of events, at will, and with no prior notice. All changes to the format will be announced at the driver's meeting.

NR Point Chart

UMSS passing point chart																	
	Start position																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
F	1	128	133	138	143	148	153	158	163	168	173	178	183	188	193	198	203
i	2	119.5	121	126	131	136	141	146	151	156	161	166	171	176	181	186	191
n	3	111	112.5	114	119	124	129	134	139	144	149	154	159	164	169	174	179
i	4	102.5	104	105.5	107	112	117	122	127	132	137	142	147	152	157	162	167
s	5	94	95.5	97	98.5	100	105	110	115	120	125	130	135	140	145	150	155
h	6	85.5	87	88.5	90	91.5	93	98	103	108	113	118	123	128	133	138	143
P	7	77	78.5	80	81.5	83	84.5	86	91	96	101	106	111	116	121	126	131
o	8	68.5	70	71.5	73	74.5	76	77.5	79	84	89	94	99	104	109	114	119
s	9	66	61.5	61	64.5	66	67.5	69	70.5	72	77	82	87	92	97	102	107
i	10	51.5	53	54.5	56	57.5	59	60.5	62	63.5	65	70	75	80	85	90	95
t	11	43	44.5	46	47.5	49	50.5	52	53.5	55	56.5	58	63	68	73	78	83
i	12	34.5	36	37.5	39	40.5	42	43.5	45	46.5	48	49.5	51	56	61	66	71
o	13	26	27.5	29	30.5	32	33.5	35	36.5	38	39.5	41	42.5	44	49	54	59
n	14	17.5	19	20.5	22	23.5	25	26.5	28	29.5	31	32.5	34	35.5	37	42	47
n	15	9	10.5	12	13.5	15	16.5	18	19.5	21	22.5	24	25.5	27	28.5	30	35
n	16	0.5	2	3.5	5	6.5	8	9.5	11	12.5	14	15.5	17	18.5	20	21.5	23

NR WING AND TRADITIONAL SPRINT EVENT RULES

Changes in Race Lineups - Start/Restart Lineup Corrections

Changes in event lineups will be handled in the following manner:

- Prior to initial green flag:
 - Lineup: Cars will be crisscrossed from the open position on back.
 - Passing point scoring adjustment: Drivers will be scored from the revised lineup positions based on adjusted passing point calculations.
- After initial green flag:
 - Lineup: Cars will NOT be crisscrossed from the open position on back. Cars will move up in their assigned row.
 - Passing point scoring adjustment: No passing point adjustments will be made for restarts.

If a driver elects to start at the tail of the field, that driver should report their choice to a NR official prior to the start of the race so a proper lineup can be determined ahead of time.

Alternates will only be allowed for the feature race. If a driver fails to start for a feature race, the rows move up to fill the vacancy, and the alternate starts on the last row, either inside or outside, depending on where the scratched driver was to start. Once the initial

green flag is waved, even if a lap is not completed, the field will be deemed to be complete and no alternate will be added to replace damaged cars.

When the field gets the one-lap-to-go flag, and passes the flag stand, the driver on the pole position will set the pace for the start of the race. No throttle-pumping, pulling out of line or brake-checking will be allowed after this point. The leaders will bring the field to a designated spot (cone and white line) exiting the fourth turn on the track at a moderate pace. The field will maintain a side-by-side, nose-to-tail posture. The driver in the pole position sets the pace, and starts the race at the designated point. If the pole car is not maintaining an appropriate pace, the driver will be notified on the Raceiver radio. If the driver on the pole does not make appropriate corrections, the start will be called back, and the driver on the pole will be charged with a jump start and penalty. Failure to pick up or maintain a proper pace can result in a penalty if NR officials deem the pace unsafe and warnings to maintain a proper pace are ignored. If a driver pulls out of line before a start, that driver will be penalized two spots at the next yellow, red or at the end of the race, whichever comes first.

Side-By-Side Starts

In an effort to give NR race fans the best show possible, and to give each NR driver the opportunity to compete on a level playing field, the following race start and restart procedures will be enforced.

1. Initial race starts, and restarts, will be done in rows of two.
2. The pole car (inside row 1) sets the pace. Pace should be consistently maintained down the back straight and through turns 3 & 4, until the green flag and/or green light is displayed.
3. The pole car shall allow sufficient room for the outside row alongside the pole car. A consistent line through turns 3 & 4 shall be maintained by the pole car on the bottom half of the track so as to allow plenty of room for the outside row of cars in order to facilitate a safe start.
 - a. If a driver in the pole position fails to leave sufficient room for the outside row, and/or does not hold a consistent line through turns 3 & 4, the driver will be penalized for jumping the start.
 - b. The outside row must maintain a side-by-side position with the inside row until the race starts.
4. Rows 2 through the end of the field should follow front row cars nose-to-tail.
5. The driver in the outside front row position shall not go across the start line prior to the pole car.
 - a. The start line is defined by the white line across the track in turn 4 with a cone on the inside of the line.

6. The driver in the pole position is allowed to fire and start the race at any time within 10 feet of the line. The race starts when the driver in the pole position fires, or when the pole driver's front tires cross the white line.

Jumping Starts and Restarts

The initial start will be green-flagged at the line in the fourth turn. On the race's initial start, if the drivers on the front row can't work together and get an even start, one or both offenders will be penalized. If a driver further back gets out of the line (not side-by-side and/or nose-to-tail) as the front row accelerates, it will be considered a jump. On the first offense, the driver will be moved back two rows. If a driver has a second offense in the same race, the driver will be moved to the back row. If a driver has a third offense in the same race, the driver will be black-flagged and not allowed to compete in that race. Penalties are assessed at the first yellow or red flag, or at the end of the race, whichever comes first. Delaware double file restarts will be used unless the track takes rubber. The lead driver must start at the fourth turn cone or chalk line. Starting more than 10 feet before the cone or chalk line in the fourth corner will result in a two position penalty. Again, the penalty will be assessed at the first yellow or red flag, or at the end of the race, whichever comes first.

Scoring

The entire field normally has to complete a lap before a single file restart occurs. If, after three (3) attempts to start a race double file fail, a single file start will be used. When a yellow or red flag is waved, scoring terminates and the restart lineup will be based on the last lap the entire field completed. Cars involved in an incident will be put to the rear of the field. The NR series uses Raceceiver radios and drivers are expected to use them for directions regarding positioning from the tower. A penalty may be issued for failure to respond to Raceceiver communications. Any car lapped by the lead car will be considered a lap down to all cars on the lead lap.

Lining up for Restarts

When the yellow flag is waved, drivers are to line up behind the car directly to their front, whether it is lapped or not, and form a single file line, nose-to-tail. Officials will correct the lineup when they receive it from the official scorers. Drivers who fail to line up, or do not go to an assigned spot when told to do so by officials, will be sent to the tail of the field or will be disqualified. Lapped cars will go to the tail of the field. Leader out front alone, second places chooses inside or outside the second row. Third opposite to that, Fourth in, Fifth out and so on.

Two Yellow (Spin) Rule

Any driver who causes two yellows in any race, "unassisted," will be black flagged from the race. The driver will bring their car to the pit area, and will not restart it. An "assisted" yellow is an incident in which more than one car needs to be restarted, or a single car spins

due to contact with another car. Any driver involved in more than three race stopping incidents of any combination, assisted or unassisted, will be black flagged.

No Repairs on Track

A driver or crew member may not work on a car while on the race surface. NR officials can and will inspect a race car for safety issues, and will decide if a car should go to the designated work area or the pits.

Flat Tires

If a driver experiences a left front flat tire, the driver will be allowed to continue racing. Any driver experiencing a flat tire, other than the left front tire, during a heat race will be black flagged. A driver experiencing a flat tire, other than the left front tire, during a B-main or feature race will be go to the designated work area and will be given two (2) laps, once the lineup has been set, to change the tire.

Work Area

If a driver experiences a flat tire or mechanical failure on his race car during a feature race, the driver may go to the designated work area using the safest means possible. A yellow flag will come out, if it has not already, and the driver's pit crew will be granted two (2) laps, after the rest of the field is in their correct order and lined up for a restart, to get the driver's car race ready. The designated work area is located off the race surface. Pit crew personnel are not allowed to work on a car until it is in the work area. If work begins before a car is in the work area, the driver will be disqualified. Under no circumstances is a driver allowed to dismount their race car in the designated work area unless directed by a NR or racetrack official. Furthermore, a driver's race car must appear safe for restarting in the opinion of NR and racetrack officials before a race car will be allowed to restart the race. If a driver's pit crew cannot complete repairs in the time allotted, the driver will not be allowed to restart, will be removed from the designated work area, and will be scored in accordance with the number of laps completed. If a driver experiences a flat tire or mechanical failure on his race car in anything other than a feature race, the driver must leave the race surface using the safest means possible, and the driver will be scored in accordance to the number of laps completed. The designated work area may be closed at the Race Director's discretion at any time if a curfew, time, weather, or other factor threatens the timely completion of the feature race.

Incomplete Race

In an event where the feature race cannot be completed due to weather, time, or other factors, the payoff will be paid based on the finishing order of the last completed lap. If a race is stopped due to weather, time, or other factors, and cannot be restarted, the race will be declared complete if the race has reached or exceeded the halfway mark. When a feature race is stopped, cannot be restarted, and has not reached the halfway mark, NR and racetrack officials may declare the race complete if the feature race is close to the halfway mark and no rain date was scheduled.

If a feature race was not started or completed, due to weather, time, or other factors, and a rain date was not scheduled, the following procedures will be followed;

- If heat races were completed, the payoff will be distributed based on passing and finishing points earned from highest to lowest.
- If heat races are not completed, NR officials will work with the host racetrack management to determine equitable compensation or a refund of pit passes
- Whenever possible, the event is made up later.

Driver Changes

No driver changes will be allowed after the start of the heat races. A driver may qualify and race only one car. A driver change can take place after hot laps and prior to the start of the heat races.

Late Arriving Entrants

If a driver misses the heat race for any reason, the driver will be allowed to start the feature race at the back of the field. If there are enough drivers for a B feature, all drivers not placing in a heat race will start at the back of the B feature field.

Engine Changes

Engine changes are allowed after hot laps with no change in starting position in the heat race. If an engine change occurs after a heat race, that driver will start at the back of field in the feature race. If there are enough drivers for a B feature, all drivers that change engines after their heat race will start at the back of the field of the B feature.

Backup Cars

Backup cars that bear the same number can be brought out prior to the heat races. Only one car may be used for multi-day events that qualify a car on the first night to subsequent nights. This rule applies to multi-day shows whether held at the same track or multiple venues.

Scale

Immediately after each race, and before going to the race car trailer staging area, the top five (5) finishers in the heats and feature races must go to the scale. If a driver fails to scale, the driver will be disqualified, and will not receive any payout or points for that race. Any change to this procedure will be announced at the driver's meeting. If in doubt, scale!

Tech

Immediately following the finish of an A main feature race, the top five (5) finishers must move their race cars to the designated tech area immediately after scaling their car. A failure to report to tech, stopping at the race car trailer staging area before reporting to tech, or attempting to alter the race car in any way, will result in immediate disqualification. Any car that fails a technical inspection will be disqualified and will receive no money or points for the night. The NR Technical Director will have complete control of all tech inspection activities. Decisions of NR officials are final. No more than two (2) crew members and one (1) driver is allowed in the designated tech area until all tech inspections have been completed. Any driver having any more than two (2) representatives from their team in the tech area before tech has been completed will be immediately disqualified. A head count will be performed before the technical inspection begins. If there are more than fifteen (15) heads in the tech area, not counting NR or race track officials, someone is getting disqualified.