



## 2022 Kingsport Speedway Rules/Regulations

*The rules set forth herein are in place to provide participants with a safe, fun, and competitive atmosphere. Kingsport Speedway, further referred to as "Speedway", will make every attempt to promote fair and competitive events for participants. As a participant, it is your responsibility to read and understand all rules outlined. Safety is also the responsibility of the participant. The Speedway cannot guarantee the safety of any participant. The following rules are that of the Speedway.*

*NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF OR THE COMPLIANCE WITH THESE RULES AND REGULATIONS. THE RULES AND REGULATIONS ARE INTENDED AS ONLY A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO ANY SPECTATOR, PARTICIPANT OR OTHER.*

*NASCAR Rules shall be followed for all other circumstances, unless otherwise noted. The rules outlined here are that of the Speedway. As a Competitor, you are responsible to read and understand the NASCAR Rule Book and the Speedway rules.*

### **SECTION 1 – GENERAL SPEEDWAY RULES**

#### **1-1 Effectiveness**

Speedway Rules are effective on date of publication. NASCAR Rules are effective on date of publication by NASCAR.

#### **1-2 Licenses**

All Competitors must have a valid NASCAR license to participate in NASCAR-sanctioned divisions. Competitors competing in divisions sanctioned only by the Speedway must hold a Speedway license.

#### **1-3 Rules Amendments**

The Speedway reserves the right to amend any and all Rule(s) to promote fair competition.

#### **1-4 Conduct**

Courteous conduct from all Participants, Officials, and Employees is expected at all times. All Participants, Officials, and Employees are expected to look and act professionally at all times. Driver is responsible for their crew. Track penalties will be applied if rules are not followed.

First Offence – Competitor will qualify but will start in rear

Second Offence - Competitor will qualify but will start in rear + \$250 fine

Third Offence – Suspension + \$500 fine

Fourth Offence - Suspension

#### **1-4.1 Profane Language / Threatening Remarks / Verbal or Physical Confrontation**

Profane language, threatening remarks, verbal or physical confrontation is not acceptable towards any Official, Participant, or Spectator at any time. Track penalties and/or removal from facility will be applied.

#### **1-4.2 Weapons**

Weapons are not allowed on Speedway property. The display or use of any kind of weapon will result in penalties and possible sanctions from law enforcement. Any item that is used as a weapon can and will result in the same penalties.

#### **1-4.3 Alcohol / Drugs**

Alcoholic beverages and illegal substances are not allowed in the pit area. Any Participant under the influence will not be allowed to participate in an Event and may face penalties and possible sanctions from law enforcement.

#### **1-5 Rain / Cancellations Policies**

In the event of a cancellation after an Event has begun, rain checks will be issued if less than one-half (1/2) of the Event has been completed. Rain checks will only be issued to Participants in divisions that were not able to compete in said Event.

#### **1-6 Payoff**

Competitors are considered as independent contractors and are responsible for all chargers, taxes, premiums, etc. that may result from payment by the Speedway. Competitors receive payment for their finishing position in the division in which they compete.

#### **1-6.2 Payoff Withheld**

The Speedway reserves the right to hold all or part of a Competitor's pay if the Competitor has failed to pay fees to the Speedway (fuel/tire bill, admission, etc.) or in the event of penalties.

#### **1-7 Fuel and Tires**

- A. Speedway fuel and tires are required unless otherwise noted.
- B. Nitrogen is not permitted to be used in tires. Speedway air only.
- C. Fuel and tires must not be tampered with. Soaking of tires or fuel additives will not be permitted.
- D. Fuel burn-off – one (1) pound per lap unless otherwise noted.

#### **1-8 Coolant**

The use of antifreeze is not permitted in any division under any circumstances.

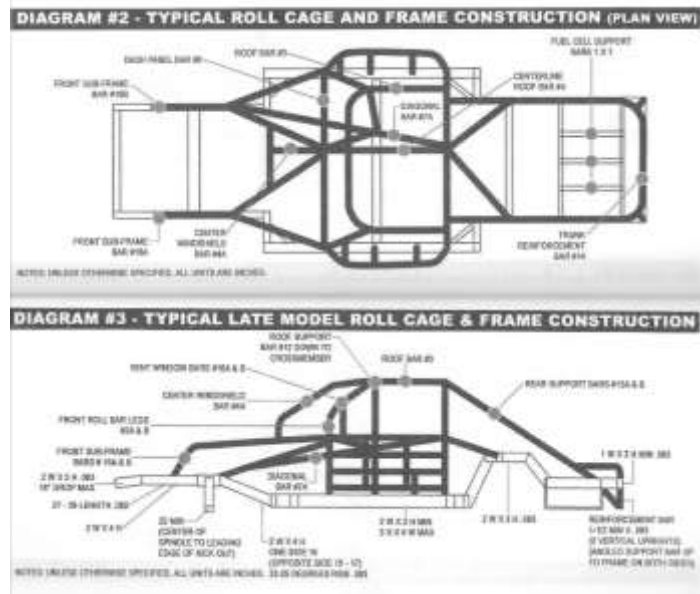
### 1-9 Exhaust

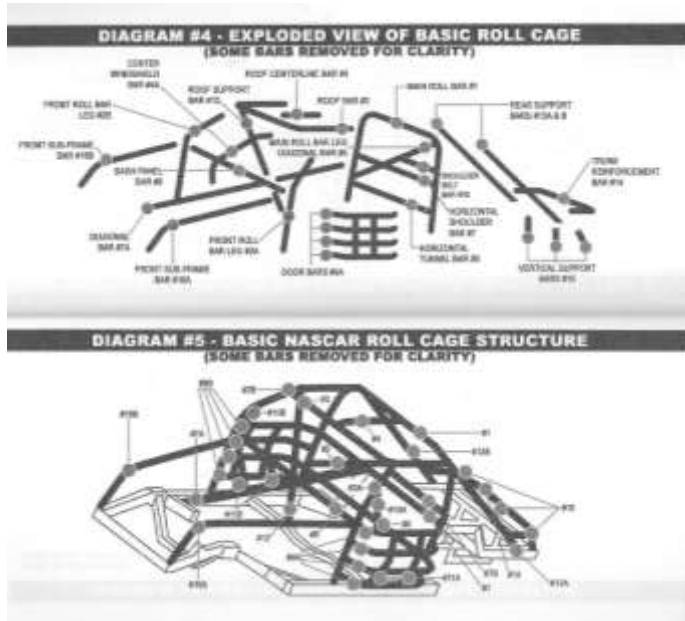
Cannot extend more than 1/2 inch from the body.

### 1-10 Roll Cages

A. All divisions must follow the NASCAR Late Model Stock Car roll cage specifications.

B. NASCAR Late Model Stock Car diagrams:





## SECTION 2 – SAFETY

*Please refer to Section 6 of the NASCAR Advance Auto Weekly Series Rule Book for complete Safety guidelines.*

**2-1** Stock car racing is an inherently dangerous sport. Each Member assumes that risk when he/she participates in an Event. The risk of serious injury or death cannot be eliminated and, in fact, will always be present at a high level. Members are required to advise their spouses and next of kin, if any, of this fact.

**2-2** Although safety generally is everyone’s concern, NASCAR cannot be and is not responsible for all or even most aspects of the safety effort. NASCAR AND NASCAR EMPLOYEES AND REPRESENTATIVE OF NASCAR USUALLY ARE NOT IN ATTENDANCE AT NASCAR WHELEN ALL-AMERICAN SERIES EVENTS, AND THEREFORE ARE NOT IN A POSITION TO OBSERVE OR HAVE KNOWLEDGE OF UNSAFE PRACTICES, TRACK CONDITIONS, RACE CARS AND RACING EQUIPMENT. NASCAR THEREFORE, CANNOT AND DOES NOT TAKE RESPONSIBILITY FOR THE ADEQUACY – FOR PURPOSES OF SAFETY – OF THE RACING FACILITY, SAFETY PERSONNEL AND EQUIPMENT AND/OR CONDITIONS AT THE TRACK. In the NASCAR Advanced Auto Weekly Series, the responsibility for safety rests exclusively on the various participants in the Event(s) as follows:

A. Race Director: The Race Director is directly and finally responsible to ensure that the racing

facilities are adequate for the Event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs; and that the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury, all as more fully set forth in the Sanction Agreement applicable to the Event.

B. Competitors: All Competitors are obligated to inspect for any unsafe condition with respect to the racing facilities, his/her race car and all related equipment, and/or conditions at the track on a continuing basis before, during and after the Event. Competitors must report to the Race Director and Track Officials promptly any inadequacy or unsafe conditions in the facilities, race car, personnel and equipment, and/or conditions at the track. Competitors also are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver or crew member) in a manner designated to minimize to the degree possible the risk of injury to themselves and others. NEITHER NASCAR, TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

C. Track Officials: Track Officials should report promptly to the Race Director, or Track Officials any observed safety inadequacies in the racing facility, safety personnel and equipment, and/or conditions at the track. In addition, if a Track Official observes any safety inadequacies in a Competitor's race car, racing equipment or conduct, the Track Official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations and driver ability or experience tests. The Competitor is obligated to follow the Track Official's directives. NASCAR IS NOT RESPONSIBLE FOR THE ACTION OR INACTIONS OF ANY TRACK OFFICIAL AS IT PERTAINS TO SAFETY OR, FOR THE ADEQUACY OF A COMPETITOR'S RACE CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

**2-3** Each Competitor agrees and consents that in the event of injury or death in the course of or as a result of an Event, NASCAR may obtain access to and copies of any and all medical records of the Competitor related to such injury or death.

## **2-4 PERSONAL SAFETY EQUIPMENT**

### A. General

(1) Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an Event. NASCAR, TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT.

(2) Each Competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment.

(3) The Race Director will be solely responsible for determining whether to mandate particular safety equipment, and may establish Local Track Rules. NASCAR strongly recommends, however, that each Competitor consider the use of and follow the guidelines regarding such equipment, as set forth in this sub-section and sub-section 6-4 of the NASCAR Advance Series

Rule Book.

## B. Protective Clothing

- (1) Each driver should wear a resistant uniform meeting the SFI 3.2a/5 specification, as a minimum, and visibly display a valid SFI 3.2A/5 label on the outside surface of the left sleeve.
- (2) Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes, gloves, head socks, and/or helmet skirts should meet the SFI 3.3 label. It is recommended that underwear and socks meet the SFI 3.3 specification.
- (3) During Race conditions, any crew member who steps into the car servicing area should wear a fire resistant uniform meeting the SFI 3.2A/1 and fire resistant shoes meeting the SFI 3.3 specification as a minimum. A uniform meeting the SFI 3.2A/5 specification is recommended. A valid SFI-label should be visibly displayed on the outside surface of the left sleeve of the uniform and a SFI label should be visibly displayed on the shoes.
- (4) Each crew member should also wear fire resistant accessories that effectively cover the remaining parts of the body.
- (5) During Race conditions, any crew member involved in fueling the car or handling or transporting fuel in the garage or pit area, if any, should have all parts of the body protected by fire resistant clothing and/or equipment. The fuel handlers should wear a fire resistant uniform meeting the SFI 3.2A/5 specification, as a minimum and display a valid SFI 3.2A/5 label on the outside surface of the left sleeve. A once-piece uniform is recommended. Shoes and gloves should meet the SFI 3.3 specification and visibly display a valid SFI 3.3 label. A fuel resistant apron should be worn during refueling operations. The fueler apron should meet the SFI 52.1 specification and visibly display a valid SFI 52.1 label. It is recommended that underwear, head socks, and socks meet the SFI 3.3 specification.
- (6) IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER, NOT NASCAR, TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.

## C. Other Safety Devices

- (1) It is recommended that each car have, within the driver's reach, a manually controlled push or pull which activates a built-in, fully charged fire extinguishing pressurized cylinder, with a visible, operating pressure gauge. The extinguishing equipment should be fully charged with Dupont FE-36, 3M Novec 1230 or an equivalent type agent. This fire extinguisher cylinder must be securely mounted to the right side of the drive shaft tunnel or to the rear of the driver's sheet. Hose clamps, worm drive clamps or cable ties should not be used to mount this cylinder. A device(s) should be installed to keep the cylinder from sliding out of the mounting system. The primary purpose of this equipment is to protect the driver. Any car not outfitted with a fire suppressant system should have an adequate fire extinguisher with working pressure gauge that is clearly visible to the driver.
- (2) It is recommended that each car have an additional fire extinguishing cylinder solely dedicated to extinguish the fuel cell area (trunk) and as an option, the same fire extinguishing cylinder may also be directed to the engine compartment.
- (3) All entrants should have in their garage or pit area, if any, as part of their equipment, at all

times, a fully charged minimum 10 pound Class B fire extinguisher with a visible operating pressure gauge.

(4) Halon 1211 and Halon 1301 is not permitted by NASCAR.

\*D. Passengers should not be permitted to ride in or on a race car at any time, unless specifically instructed by Track Officials as part of a Speedway activity.

## **2-4-1 Helmets / Head and Neck Restraint Devices / Systems**

### **A. Helmets**

(1) Drivers should wear a full-face helmet, carrying one of the following specifications: FIA 8860-2004, FIA 8860-2010, Snell SA 2000, Snell SA 2005, Snell SA 2010, Snell SAH 2010, or SFI 31.1/2005. Helmet certification (label) should be affixed to the helmet at all times.

(2) The driver should wear the helmet in accordance with directions provided by the helmet supplier and/or manufacturer. Any modification to the helmet for any purpose should not detract from its effectiveness. Helmet surface protrusions such as visor tear-off posts should be removed.

(3) During Race conditions, any crew member who steps into the car servicing area, if any, should wear a helmet.

(4) During Race conditions, any crew member involved in refueling the car should wear a full-face helmet with a covering face shield and a fire resistant head sock or helmet skirt.

(5) IT IS THE RESPONSIBILITY OF THE DRIVER/CREW MEMBER, NOT NASCAR, THE TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER, TO ENSURE THAT HIS/HER HELMET IS APPROVED, CORRECTLY WORN, MAINTAINED, AND PROPERLY USED.

### **B. Head and Neck Restraint Devices / Systems**

(1) At all times during an Event (practice, qualifying and competition), drivers should connect their helmet to an approved head and neck restraint device/system which is SFI-approved and acceptable to Track Officials.

(2) IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER, TO ENSURE THAT HIS/HER DEVICE/SYSTEM IS SFI-APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

(3) For a list of SFI-approved Head and Neck Restraint Devices/Systems please refer to Section 6 of the NASCAR Advance Auto Series Rule Book.

## **2-4-2 Seat Belts**

A. Each car should be equipped with an SFI 16.5-approved, three (3) inches nominal in width maximum, minimum 6-point seat belt restraint system and display a valid SFI 16.5 label. It should have one (1) of two (2) approved release designs:

(1) Latch Lever: Utilizes a lever opening away from the body in a right to left hand movement, parallel to the lap belt with complete release of all belts. The lever should have a provision to prevent an unintentional release.

(2) Cam Lock: A circular handle or raised surface that turns in both directions for a motion of not less than 30 degrees before completely releasing all belts. A downward facing tab or toggle may be used provided that its length does not extend more than ½ inch beyond the outer

diameter of the release mechanism unless a provisions to prevent unintentional rotation or release is provided.

B. The seat belt restraint system should be installed in accordance with directions provided by the system supplier and/or manufacturer. In addition, please note the following guidelines:

(1) Lap belts should be installed and used in such a manner that, when secured to the latching mechanism, the seat belt webbing travels in a straight, clear and free path from the belt mount through the seat opening to the latching mechanism. When the driver is buckled in the seat, the free end of the seat belt webbing should rest in a position clearly aligned over the seat belt webbing entering any adjustment or latch release hardware.

(2) If a roller adjuster is used on the left lap belt it should have tension springs installed and it should be attached to and be part of the latch release mechanism directly with no webbing loop. The roller adjuster should not be attached to the lap belt mounting tab at the frame. A 3-bar slider, threaded to the manufacturer's instructions, may be used for the left lap belt length adjustment, in the absence of the roller adjuster. The 3-bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. On the right lap belt, if a roller adjuster is used, it should have tension springs installed and the adjuster may be located anywhere on the belt except at the frame mounting tab. A webbing link may be used to connect the roller adjuster to the latching mechanism. A 3-bar slider, threaded to the manufacturer's instructions, may be used for the right lap belt length adjustment, in the absence of the roller adjuster. The three bar slider should be positioned outside the seat opening and as close to the mounting tab as possible. Wrap-around style lap belt mounts and hook/eye bolt style mounts should not be permitted; only tab style lap belt mounts secured with a nut and bolt should be permitted.

(3) Shoulder belts should mount to horizontal shoulder bar (#7) or shoulder belt bar (#7B) only. Only individual shoulder harness belts should be permitted. The seat opening should be a single or double open slot with a finished inside edge or grommet. Y-type shoulder harnesses should not be permitted. Wrap-around shoulder harness mounts should be permitted provided the belts do not cross behind the driver and all the wrap-around mount style shoulder belts should be retained by a guide on horizontal shoulder bar (#7) or shoulder belt bar (#7B) to prevent lateral movement of the belt on the roll bar. Shoulder belts may cross behind the driver provided they use a tab style mount and not a wrap-around mount. Each shoulder belt using a tab mount should use an individual mounting tab or a steel sleeve welded through horizontal shoulder bar (#7) or shoulder belt bar (#7B) and be secured with a nut and bolt. The seat opening should be a single, open slot with a finished inside edge or grommet where the shoulder belts cross behind the driver. Roller adjusters on the shoulder harnesses should have tension springs installed. Sternum or cross belts using metal or hard surface hardware should not be permitted.

(4) Approved 6-point anti-submarine belts should be mounted to the seat frame or a steel reinforced seat bottom mount. Either wraparound or tab style anti-submarine belt mounts should be permitted on 5-point or 6-point belts and should be installed in accordance with the directions provided by the system supplier and/or manufacturer.



C. The manufacturer's label should not be located under the adjusting mechanism when the driver is buckled in the seat and has tightened the seats belts and shoulder harness. If the label is under the adjusting mechanism, the label may be removed and relocated in a manner that does not affect the integrity of the belt material. The date of manufacturer should remain visible on the belt at all times. Seat belt restraint systems should not be used beyond two (2) years after their date of manufacture.

D. The driver should use the seat belt restraint system at all times on the race track. In accordance with the instructions and/or recommendations of the system supplier and/or manufacturer, as set forth above.

E. The SFI 16.5 approved seat belt restraint systems will remain approved until their expiration date which is two (2) years after the date of manufacture. The seat belt restraint systems should be used as a complete restraint system. Brands may not be mixed.

F. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER TO ENSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS ARE SFI 16.5-APPROVED AND LABELED, CORRECTLY INSTALLED, IN ACCORDANCE WITH MANUFACTURER INSTRUCTIONS MAINTAINED AND PROPERLY USED.

### **2-4-3 Seats**

A. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, TRACK OFFICIALS, RACE DIRECTOR, OR THE PROMOTER, THAT HIS/HER SEAT, HEADREST/HEAD SURROUND ASSEMBLY AND ALL SEAT COMPONENTS ARE CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

B. Each car should be equipped with a SFI 39.1-approved seat and headrest/head surround assembly displaying valid SFI 39.1 labels and be acceptable to Track Officials. Custom manufactured constructed from solid aluminum sheet material, from the seat bottom to the driver's shoulders, will be permitted if acceptable to Track Officials. Holes and/or modifications that, in the judgment of Track Officials, were made with the intent of weight reduction will not be permitted. All seat coverings and/or upholstery should be flame retardant.

C. The seat and headrest/head surround assembly should be installed in accordance with the directions provided by the system supplier and/or manufacturer.

D. A headrest/head surround assembly, acceptable to Track Officials should be used.

Headrests/head surround assemblies should be designated to provide rigid support around both sides of the helmet and across the back and from the forward most point of the helmet chin bar in addition to allowing extra length for forward head motion during impact.

E. Optional strap-type headrest supports or nets should be equipped with a quick release fastener accessible to the driver.

F. The upper seat back should be secured to horizontal shoulder bar (#7) or to a bracket that is secured to horizontal shoulder bar (#7) with a minimum of three (3) high-quality bolts. The seat bottom should be secured to the car's structure with a minimum of two (2) high quality bolts per side. When mounting through aluminum seats or brackets, large diameter washers should be used.

G. The seat bottom should be secured to the car's frame/roll cage assembly with a tubular seat

frame in a symmetrical fashion with a minimum of two (2) high quality 5/16 inch minimum diameter bolts per side.

H. The seat shoulder support angle should not exceed 25 degrees from vertical when measured where the driver's shoulder contacts the seat with the seat installed in the car.

I. Rib/chest support structures, if used, should not interfere with the natural ingress and egress of the driver from the seat. Rib/chest support structures, if used, should provide full coverage from the seat back to the front of the driver's chest.

#### **2-4.4 Window Nets**

A. A window net should be installed in the left side door window opening and should be positioned to cover the entire window opening. A window net should not be used beyond two (2) years from the date of manufacture.

B. The window net should be a rib type, made from a minimum ¼ inch, maximum one (1) inch wide material with a one (1) inch square opening between the ribs.

C. All window net mounts should be a minimum ½ inch diameter solid magnetic steel rod or a minimum one (1) inch wide by 3/16 thick flat magnetic steel with mounts welded directly to the roll cage. The window net, when closed, should fit tight and be secured with a lever-type quick release acceptable to Track Officials. The latch should be mounted at the top in the front roof bar and release from the inside.

#### **2-5 Race Vehicle Safety**

A. All lead must be securely fastened to car with at least two (2) ½ inch grade eight (8) bolts with a metal strap on the top and bottom. All weight must be painted white with the car number on weight. Any car or truck losing weight will be subject to fine or penalty.

B. Drive shafts should be painted white and have the car's number on it. There should be a ¼ inch by two (2) inch drive shaft loop.

C. All race vehicles should have a fire extinguisher or fire suppressant system. Fire extinguishers and fire suppressant systems should be secured with metal mounts.

### **SECTION 3 – INSPECTIONS AND ELIGIBILITY**

#### **3-1 Time / Manner / Location**

All Race Equipment is subject to inspection by Track Officials at any time and in any manner and location as determined by Track Officials. All decisions by Track Officials regarding the timing, manner and location of inspection as well as which Race Equipment will be inspected are final, non-appealable and non-reviewable except as provided in sub-section 1-6 of the NASCAR Advance Auto Parts Weekly Series Rule Book.

#### **3-2 Inspection Area**

Only those persons approved by Track Officials may be admitted to the inspection area.

#### **\*3-3 Car Eligibility**

Track Officials will determine whether Race Equipment meets the applicable specifications for

an Event as specified by the Track Officials. Except as provided below, only Race Equipment determined by the Track Officials to meet the applicable specifications are eligible to compete in the Event. Such determinations may be made by Track Officials at any time before, during, or after the Event, and may be made by Track Officials in the interests of racing competition and fairness, any modifications caused or required by In-Race accidents.

Competitors that practice for a Race or make an attempt to compete in an Event and are unable to will be to receive last-place points for that Event.

### **3-4 Competitor Obligations**

A competitor must take whatever steps are requested by a Track Official, including tear down of the car, to facilitate inspection of Race Equipment. This obligation includes, but is not limited to, installing inspection holes, inspection points, and/or other means of inspection in the frame, roll cage bars, engine components, and the like. NASCAR, Track Officials, Race Director, or the Promoter are not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such inspections.

### **3-5 Inspection Prior to Competition**

If a Track Official determines prior to competition that the car, including any Race Equipment does not meet the applicable specifications, the car will not be permitted to compete unless, the Track Official deems the Race Equipment eligible to compete.

### **3-6 Car Sealing/Impounding**

A. A NASCAR and/or Track Officials have the right, for inspection purposes, to seal or impound Race Equipment entered and competing in an Event. NASCAR, Track Officials, Race Director, or the Promoter are not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such sealing or impounding.

B. In Events where cars are impounded after qualifying, only repairs or adjustments authorized by NASCAR or Track Officials may be performed. All repairs and/or adjustments may result in a penalty.

### **3-7 Inspection After Competition**

At an event where the Track Officials or the Local Track Rules require inspection after the Event, any Race Equipment that has competed in the Event may not be removed from the race car or taken from the racing premises without permission of the Track Official in charge of the Event.

### **3-8 Cars / Equipment / Parts Failing To Meet Specifications**

NASCAR or Track Officials have the right to confiscate any Race Equipment without obligation for payment or reimbursement, which fails to meet applicable specifications during an Event or that is used altered in violation of Local Track Rules. If NASCAR or Track Officials determine that any Race Equipment used by a Competitor does not meet Local Track Rules, Track Officials may declare the car ineligible for the Event, disallow the Competitor's qualifying times, withdraw Competitor's opportunity to qualify for the Event, loss of finishing position, disqualification of the Competitor(s) from the Event and/or make such determination as may be appropriate in

the interest of competition. This will not be deemed as a penalty of Section 12 of the NASCAR NASCAR Advance Auto Parts Weekly Series Rule Book and is not appealable under that Section.

### **3-9 Competitive Analysis**

From time to time, NASCAR or Track Officials may determine that, in the interest of competition, it is necessary or appropriate to undertake an analysis of the performance capabilities of any Race Equipment. The Competitor shall take whatever steps are requested by NASCAR or Track Officials for this purpose. If, in the judgment of NASCAR or Track Officials, any Race Equipment has been altered or modified to compromise the results of the competitive analysis, NASCAR may assess penalties pursuant to Section 12 of the NASCAR NASCAR Advance Auto Parts Weekly Series Rule Book. If, in the judgment of NASCAR or Track Officials, any action(s) or procedure(s) were conducted with the intent to alter or compromise the competitive analysis, NASCAR may assess penalties pursuant to the aforementioned Section 12. NASCAR and/or Track Officials also have the right to seal or impound Race Equipment for this purpose. NASCAR, Track Officials, Race Director, or the Promoter are not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such analysis, sealing or impounding.

### **3-10 Finality of Inspection / Eligibility Decisions**

Inspection and/or eligibility decisions, including decisions regarding a Competitor's compliance with equipment related procedures set forth in the Local Track Rules, are final, non-appealable and non-reviewable except as provided in sub-section 1-6 of the NASCAR Advance Auto Parts Weekly Series Rule Book.

## **SECTION 4 – RACE PROCEDURES**

### **4-1 Race Procedures Defined**

Race Procedure is the manner in which an Event is conducted. It includes, but is not limited to, determinations regarding the eligibility of car(s) for competition, a Competitor's compliance with competition-related procedures as set forth in the Rule Book, qualifying procedures, the line up of the cars, the start of the Race, the control of cars throughout the Race by flags, lights or other direct communication between Track Officials and Competitors, the election to stop or delay a Race, control of pit activity, flagging, the positioning of cars at any time, the addition of lap(s), the assessment of lap and time penalties and the completion of the Race.

### **4-2 Driver Responsibilities**

A. The Driver shall be the sole spokesperson for the car owner, crew members and others assigned to the racing team in any and all matters pertaining to the Event. At all Events, the driver assumes responsibility for the actions of his/her car owner and team members, and may be subject to disciplinary action as a result. At all Events, the driver assumes responsibility for assigning and directing the activities of all crew members and others assigned to the racing team who enter the car servicing area of pit road, and for spotter(s) and for ensuring that they report to their designated area at the appropriate times. The driver will be the only team

representative authorized to withdraw a car from the Event.

B. All drivers must be on time to compete in the qualifying sessions and Races for which they are scheduled. Any driver or car not ready to compete within five (5) minutes of the time called, may be sent to the rear of the line, repositioned within the order of the qualifying session or race, or left out of the remainder of the day's qualifying sessions or racing activities, at the discretion of the Speedway Officials. Exceptions may be made if notice is given to Speedway Officials in adequate time.

C. Changes of the driver at any time must not be made without advance notification to and approval by Track Officials. In any condition, other than when a Race is halted due to a red flag, a driver change must be made in the car's assigned pit box or pit area only. If a driver change is made while the red flag is displayed, the car must relinquish its position and move to the rear of the field when the Race is resumed and remain there until the green flag restart, unless otherwise instructed by Speedway Officials. A driver change between qualifying and the Race will result in the car having to go to the rear of the field to start the Race.

D. A car's eligibility to compete in the Event will be at the discretion of the Speedway Officials.

#### **4-3 Starting Positions Determination**

A. A driver may not attempt to qualify more than one (1) car in a single qualifying session or qualifying Race. A car may only make one (1) qualifying attempt per session unless authorized by Speedway Officials. A driver may qualify only one (1) car for an Event. The time accredited to each car determines their starting position as set forth below. When two (2) or more cars have the same qualifying times, the starting position for the Event shall be determined by the current calendar year Track Point Standings in the Series for which the Event is a part (or the current NASCAR Advance Auto Parts Weekly Series National Driver Points Standings if Track Points are not relevant). If point standings do not prevail, then the driver setting the duplicate time first would start in front of the other. In the event of European style qualifying (cars qualifying in groups) a random draw by the drivers setting the duplicate times will determine the starting positions.

\*B. Qualifying or a handicap point system may be used to determine starting positions. The method used should be brought to the agreed upon by the Track Officials and the Race Director, and should be brought to the attention of all Competitors before the race program starts. If the qualifying sessions are not completed due to weather or other adverse circumstances and if a handicap point system is not in use, Track Officials may use Track Point Standings or times from a practice session.

#### **4-4 Race Start**

A. All cars that are in the official starting line-up must be on the starting grid ready to participate five (5) minutes before the pace laps start unless otherwise directed by a Track Official.

\*B. Cars that fall out during pace laps will be eligible for last place Track Points. Cars that fall out of the Race during the pace laps will not be eligible for payment.

C. Once the field of cars is lined up and the starter signals the drivers to be ready, pace laps may

be set at the discretion of Track Officials. During the pace laps, if a car does not maintain its designated position in the starting field, Track Officials may reposition the car at their discretion. Scoring and the required Race distance begin when the leader crosses the start/finish line after the starting flag is displayed.

D. Unless otherwise directed by Track Officials, the car awarded the pole position will be given the choice of starting on the pole or taking the outside position in the front row. The car awarded the pole position will be used as the control car for the start of the Race.

E. At Events where the cars are impounded by Track Officials after the starting lineup is determined, teams will not be permitted to make any repairs, adjustments, add fuel, changes of car parts and/or components before the affected car receives the green flag on the race track, unless otherwise authorized by Track Officials.

F. When a driver change is made during a Race in order for the initial driver to receive points and prize money, the initial driver must start the Race. Otherwise, the points and prize money will be awarded to the relief driver. Driver changes will not be permitted from the start of pace laps until after the car completes the first scored lap.

G. All driver changes must be authorized by Track Officials. If a driver change is made before the start of a Race, the car must relinquish its starting position and start at the rear of the field. Driver points and prize money will be awarded only to the starting driver.

H. Backup Cars:

(1) Once qualifying has begun (whether completed or not), of the starting field has been determined, if a backup car is used, the car must start the Race at the rear of the field.

(2) If qualifying is not completed due to weather or other adverse circumstances, and a backup car was authorized prior to the starting field being determined, the Track Officials will make the determination whether a backup car has had adequate practice to remain eligible for its assigned starting position. If the determination is made that the car is not eligible for its assigned positions, the car will start at the rear of the field.

#### **4-5 Race Halt**

A. Track Officials will determine whether the race track is suitable for competition.

B. A Race may be stopped at the discretion of the Track Officials at any time they determine, or on the exercise of their independent judgment, that the track is not suitable for competition.

C. Upon resuming the Race, following a Race halt, all subsequent laps may be scored.

#### **4-6 Race Halt / Restart Before One (1) Lap Completion**

A. When a Race is stopped before the completion of one (1) lap, there shall be a complete double-file restart in the original starting positions, except any car that is involved or not able to return to its position at the time of the restart shall lose its original position and Track Officials shall determine the starting position for such car(s) at the rear of the field.

#### **4-7 Race Halt / Caution Period / Restart After One (1) Lap Completion**

A. When a Race is stopped after the completion of at least one (1) lap, cars will line up in their respective track order in which they were scored. If there is no restart, and the Race is declared

official, the cars will be scored as outlined in the Official Completion section.

\*B. Restart procedures will be made known at the Pre-Race drivers meeting. When the starter/officials give the “double up” signal, cars will choose the inside or outside lane using the cone. Cars must not move from the lane in which they choose. The flagman will restart the race.

(1) The lead car will be the control car for the restart.

(2) All lapped cars must line up in their respective track position, behind the last car on the lead lap.

(3) The car awarded the “Free Pass” at the time of the last completed green flag lap must line up behind the last lapped down car in the running order (end of the field). Each division will use the Free Pass.

(4) Car(s) that have been issued a race procedure penalty must line up at the “Tail of the Field” in their respective track position.

(5) Car(s) involved in an accident, altercation, etc. must go to the tail of the field, behind all cars on the track.

(6) Once the leader receives the “one to go” signal at the start/finish line, all cars exiting pit road will restart at the rear of the field unless otherwise directed by Track Officials.

(7) Car(s) electing to lay over to the inside column, must allow all car(s) to pass on the outside, and then double-up at the “Tail of the Field” in their respective track position.

C. All car(s) must maintain their respective track position and stay in their lane and/or line until they have crossed the start/finish line for the restart.

\*D. Any car that brings out three cautions in one Race may be parked.

#### **4-8 Race Halt / Adverse Circumstances**

When an Event is halted due to rain, curfew or adverse circumstances, the Event may be rescheduled to a date and time to be determined by NASCAR and Track Officials. Unless otherwise determined by Track Officials, the rescheduled Event program shall start with the incomplete portion of the previous Race and all original entries shall start in the position they held when the Race was stopped.

#### **4-9 Lap or Time Penalties**

A lap or time penalty is the act during a Race of detaining a car and its driver for a certain time or number of laps, whichever is appropriate as determined by Track Officials. A lap or time penalty is not a “penalty” within the meaning of Section 12 of the NASCAR NASCAR Advance Auto Parts Weekly Series Rule Book and is not appealable under that Section. A lap or time penalty may be imposed when the Competitor has violated the NASCAR/Track Rules, a directive from a Track Official, or a known pit road or race procedure including but not limited to, intentionally causing or attempting to cause a caution period, aggressive driving, passing the caution vehicle, going above the pre-established blend line when exiting the pits, passing prior to the start/finish line on the initial start, restart violation, and verbal abuse of, or inappropriate gestures to Track Officials. A Competitor shall not receive a lap or time penalty after the Race unless in the closing laps of the Race, a Competitor violates a NASCAR/Track

Rule, a directive from a Track Official, or a known Race of pit road procedure, and there are not enough laps remaining in the Race for the Track Officials to impose a lap or time penalty. If a post Race lap or time penalty is imposed, a scoring correction reflecting penalty will be permitted prior to the posting of official Race results.

#### **4-10 Parking**

The Track Officials may direct a Competitor to cease competition, to leave the racing premises, or to bring the car to the pit road and/or garage area for a specified number of laps and/or a specified time penalty, for the balance of the Race, if it is necessary to do so in order to promote the orderly conduct of the Event(s). Such a directive will be given only in extraordinary circumstances, as determined by Track Officials. It will not be deemed or constructed to be a disqualification, suspension or other “penalty” within the meaning of Section 12 of the NASCAR Rule Book and is not appealable under that Section.

#### **4-11 Race Start / Finish Line**

The start/finish line shall be considered to extend from the grandstand retaining wall to the pit service wall or a point in the infield. Any car driven by its driver between these points may legally be scored, receive the green, yellow, black, white or the checkered flags. Unless otherwise authorized, the leading edge of this line shall be considered the scoring points, as determined by Track Officials.

#### **4-12 Official Completion**

A. All Races will be run until the leader has completed the required Race distance, which means the advertised distance, except as described in sub-section 9-14C & D of the NASCAR Rule Book. A Race will not be considered officially completed if the leader has not completed the halfway distance.

B. Once the leader receives the white flag at the start/finish line and the yellow flag is displayed and/or the caution lights illuminated (yellow), the Race will not be restarted.

C. Required Race Distance Is Greater Than Advertised Distance -

In the closing laps, when the Race is under a caution period, the required Race distance may be extended beyond the advertised distance. If the Race is restarted with two (2) laps or less laps remaining of the advertised distance, the Race may be concluded with up to three (3) restart attempts that would consist of a green flag lap, a white flag lap and a checkered flag finish. If, after the final restart attempt, the leader has not received the white flag under a green flag condition, the Race will be concluded under caution. All additional laps, if any, will be counted and scored. The Track Officials at their sole discretion may limit the number of restart attempts to complete the Event.

D. Required Race Distance Is Less than Advertised Distance -

If, when the halfway distance has been reached or surpassed by the leader, Track Officials determine in their sole discretion that unforeseen circumstance prevent the completion of the advertised distance or make it impractical to continue or complete the Race within a reasonable time after it has been stopped, the Race will be considered officially completed as of



the last lap completed by the leader prior to the race halt, and the finishing positions will be determined as they would have if the Race had been restarted.

#### **4-13 Pit Procedures During Race**

*Please refer to Section 9-15 of the NASCAR Advance Auto Parts Weekly Series Rule Book.*

## **SECTION 5 – RACE PROCEDURES (FLAG/LIGHT RULES)**

### **5-1 General**

Track Officials will establish and enforce the flag rules for each Event. The procedure for use of flags by Track Officials may vary for individual tracks or Races.

### **5-2 Green Flag**

A. The green flag signifies the start or restart of racing conditions. The Track Officials will signify one (1) lap to go, a lap before the green flag will be displayed.

B. At the initial start of the race, the starter will display the green flag at his/her discretion. Cars must maintain their respective track position/lane as designated by Track Officials until they have crossed the start/finish line.

C. All restarts shall be made at a designated area on the race track and will be made known to the drivers in the Pre-Race drivers' meeting. If the leader does not restart when he/she reaches the designated area on the race track, the starter will restart the race. Once the green flag is displayed, cars must maintain their respective track position/lane as designated by Track Officials until they have crossed the start/finish line.

### **5-3 Blue Flag With Diagonal Yellow (or Orange) Stripe**

The blue flag with a diagonal yellow (or orange) stripe signifies that faster traffic is overtaking the cars begin signaled. Cars being given this flag must prepare to yield to overtaking traffic.

### **5-4 Yellow Flag / Pit Entry Flag / Light**

A. The yellow flag/light signifies a caution period. The yellow flag will be displayed and the caution (yellow) lights illuminates immediately following any cause for the caution period. ALL CARS MUST REDUCE THEIR SPEED TO A CAUTIOUS PACE, maintain their respective track position independently and form a single line behind the lead car. The track position of each car will be determined by the Track Officials and NO PASSING WILL BE PERMITTED, unless directed by Track Officials. Cars must maintain, under their own power, a reasonable speed considering the conditions that exist on the track. Determination of a reasonable speed is a judgment call and will be made by Track Officials.

B. Cars returning to the race track from the pits during a caution period must wait for the continuous line of cars behind the caution vehicle, unless otherwise directed by track officials.

C. Cars may not pass the caution vehicle unless directed to do so by a Track Official. Any cars illegally passing the caution vehicle or Race leader will be black flagged or re-positioned at the discretion of the Track Officials.

D. Any driver who, in the judgment of Track Officials, intentionally causes or attempts to cause

a caution (yellow flag) condition by stopping or spinning out or any other action, may be penalized.

#### **5-4.1 Free Pass**

A. After the yellow flag is displayed and/or caution lights are illuminated (yellow), the first eligible car, one (1) or more laps down to the leader at the time of a caution period, will be given (1) lap back. The car must maintain a reasonable speedway (what determines a reasonable speed will be at the discretion of Track Officials). The eligible car will be instructed to line up behind the caution vehicle. When the “one (1) to go” signal has been given the eligible car will be instructed by Track Officials to pass the caution vehicle in order to gain one (1) lap back and will restart the Race at the tail of the field.

B. A car is not eligible to receive the “Free Pass” when, in the judgment of Track Officials, the car was involved in, or the reason for the caution. Under these circumstances, the “Free Pass” will not be awarded to any car. If a car(s) is under penalty, the car(s) in the garage, the car(s) is behind pit wall, make a pit stop before pit road is open, or making a pit stop before being released on the “one (1) lap to go signal” the car(s) will be deemed ineligible and the “Free Pass” may be awarded to the next eligible car.

\*C. In Races that caution laps are not counted, Track Officials may choose to insert the Competitor’s “Free Pass” lap into the scoring equipment and not have the driver pass the caution vehicle.

#### **5-5 Red Flag**

THE RED FLAG SIGNIFIES THAT THE PRACTICE OR RACE MUST BE STOPPED IMMEDIATELY REGARDLESS OF THE POSITION OF THE CAR ON TRACK. The red flag shall be used if, in the opinion of Track Officials, the practice or Race should be stopped immediately. Cars should be brought to a stop in an area designates by Track Officials. Repairs or service of any nature or refueling will not be permitted when the Race is halted due to a red flag unless authorized by Track Officials. All work must stop on any car in the pit area when the red flag is displayed during the Race, unless authorized by Track Officials or unless the car has withdrawn from the Event. Work must not be resumed until the red flag is withdrawn.

#### **5-6 Black Flag / Black Flag with White Cross**

A. The black flag signifies the driver must go to the pits immediately and report to the Track Officials at the car’s assigned pit area. It does not mean automatic disqualification. At the discretion of Track Officials, if the driver does not obey they black flag directive, the driver may then may be given the black flag with a white cross at the start/finish line to inform the driver that any additional scoring of his/her car will be discontinued until further notice.

B. In addition to the black flag, Track Officials may use a blackboard or black flag number indicator in full view of the Competitor of which the number of the car is being black-flagged will be shown. Track Officials may also communicate to the crew the black flag directive.

#### **5-7 White Flag**

A. The white flag signifies that the leader has started his/her first lap. When the yellow flag is

displayed and/or the caution lights are illuminated (yellow) during the white flag lap, cars will be scored based on their respective track position. NO PASSING WILL BE PERMITTED as long as the car(s) maintain a reasonable speed considering the conditions that exist on the track. The determination of respective track position and reasonable speed are judgment calls that will be made by Track Officials.

B. Cars may not receive any assistance after the leader has received the white flag at the start/finish line except for cars making a pit stop. Violation will result in the car not being scored on that lap.

C. Any Competitor assisting another competitor after passing under the white flag may be subject to a lap or time penalty.

### **5-8 Checkered Flag**

A. The checkered flag signifies that the Race is completed. When the required Race distance has been completed by the lead car, the Race distance will be declared “officially complete” regardless of the flag being displayed. The definition of the required Race distance is provided on sub-section 9-14 of the NASCAR Advance Auto Series Rule Book.

B. When the checkered flag is displayed and the Race leader completes the Race, the balance of the field also completes the Race in the same lap. Finishing positions will be determined according to the most laps traveled in the least total time, whether the car is running or not.

C. The Race winner or any other designated Race finishers in any Race must bring his/her car to the start/finish line or designated area and remain there until released by the Track Officials.

### **5-9 Special Flags/Signal Lights**

*Please refer to sub-section 10-9 of the NASCAR Advance Auto Parts Weekly Series Rule Book.*

## **SECTION 6 – TIMING AND SCORING**

### **6-1 Official Scoring**

The Track Official designated by the Race Director to be the Official Scorer for an Event is responsible for timing and scoring the Event. The decisions of the Official Scorer, with respect to timing and scoring, are final.

### **6-2 Transponders**

The Speedway requires the use of transponders. Transponders must be mounted on the back side of the right-rear axle in all divisions except Pure 4. Pure 4s must have their transponders mounted back 12 inches (one foot) from the right-rear tire.

## **SECTION 7 – VIOLATIONS AND DISCIPLINARY ACTION**

A. The Speedway or NASCAR may hand down penalties to any Participant at any time. Please refer to Section 12 of the NASCAR Advance Auto Parts Weekly Series Rule Book.

B. Any driver deemed to be retaliating during or after a Race, will be parked.

## SECTION 8 – PROTESTS

### 8-1 General Procedure

All matters pertaining to protests shall be handled by Track Officials. If a NASCAR Member who is a Competitor has or will obtain a significant unfair competitive advantage by some action that the Member believes is in violation of Local Track Rules, the Member may protest such action to a Track Official. The protest must be made in writing by the Competitor only within 20 minutes after the checkered flag is displayed signifying the end of competition of the Race. Only the top five positions in all divisions can protest, and they must finish on the lead lap.

Competitors cannot protest another Competitor if they finish behind them, unless it is a counter protest. *(Example: 1<sup>st</sup> place cannot protest 2<sup>nd</sup> place unless 2<sup>nd</sup> place protests 1<sup>st</sup> place.)*

#### A. LMSC:

A protest that involves the removal and inspection of the cylinder head, and all cylinder head components shall be \$500. A protest that involves the removal and inspection of the camshaft and its components shall be \$500. A protest that involves the removal and inspection of a piston(s) and/or connecting rod(s) assembly and their components shall be \$750. A protest that involves the removal of the crankshaft from the engine and inspection of the crankshaft and all its components shall be \$1,000. Total protest fee is \$2,550.

#### B. Modified Street/Pure Street/Mod 4:

A protest that involves the removal and inspection of the cylinder head, and all cylinder head components shall be \$300. A protest that involves the removal and inspection of the camshaft and its components shall be \$400. A protest that involves the removal and inspection of a piston(s) and/or connecting rod(s) assembly and their components shall be \$600. A protest that involves the removal of the crankshaft from the engine and inspection of the crankshaft and all its components shall be \$600. Total protest fee is \$1,900.

#### C. Pure 4:

A protest that involves the removal and inspection of the cylinder head, and all cylinder head components shall be \$400. A protest that involves the removal and inspection of the camshaft and its components shall be \$300. A protest that involves the removal and inspection of a piston(s) and/or connecting rod(s) assembly and their components and the crankshaft and all its components shall be \$750. Total protest fee is \$1,450.

D. For all divisions, items not mentioned above will be \$300 per protested item.

E. Regardless of the outcome of the protest, 20% of the protest fee(s) will remain with the Track Officials.

F. The Track Officials shall decide whether the matter is subject to protest, and if so shall decide the protest as promptly as possible, and shall inform the parties to be protested of the decision. The Track Official may decline to accept a protest, even if the matter were otherwise subject to protest, if he/she determines that the alleged rule violation is so insubstantial as to not provide

the Competitor with a significant competitive advantage over the other Competitors. A decision that the matter is not subject to protest is final and non-appealable. In deciding the protest, the Track Official may take whatever action he/she deems appropriate to further the interests of fairness and finality in competition results. Such action includes, but is not limited to, revising the official Race results, imposing penalties (disqualifications, suspension or fines, and/or loss of finishing position(s) in the Event), awarding or subtracting points, or taking no action. The protesting NASCAR licensed member, or his/her appointed NASCAR licensed representative will be permitted to be present during the inspection process of the protest. Any additional rules violations, not related to the protest, found during the protest inspection process are subject to disqualification or penalties. Only the car driver (or representative), car owner (or representative), chief steward, technical inspector(s), management and protester (or representative) are allowed in the protest process.

### **8-2 Penalties Not Subject to Protest**

Protests will not be accepted that are directed to a decision of a Track Official or Supervisory Official on any subject not specifically provided for in these rules or Local Track Rules. Such subjects include, but are not limited to, time and scoring decisions, inspection decisions, and Race procedure decisions.

### **8-3 Finality of Protest Decisions**

The decision of the Track Official with respect to a protest is final and non-appealable, unless the decisions of the Track Official results in the issuance of a penalty by NASCAR pursuant to Section 12 of the NASCAR Advance Auto Weekly Series Rule Book. In that event, only the imposition of the penalty shall be subject to further review in accordance with Section 14 of the NASCAR Advance Auto Series Rule Book.

## **SECTION 9 – APPEALS**

Please refer to Section 14 of the NASCAR Advance Auto Weekly Series Rule Book for the Appeals to the National Motorsports Appeals Panel and Section 15 for the Final Appeal to the National Motorsports Appeals Officer

## **SECTION 10 – PRIZE MONEY**

The Speedway sets the prize money for each individual division. A copy of the purse for a Competitor's division is available upon request.

## **SECTION 11 – POINTS**

### **11-1 Speedway Points**

- A. One (1) bonus point will be awarded for the pole winner in each division.
- B. The following will be the general points structure:

1 <sup>st</sup> – 30	13 <sup>th</sup> – 18	25 <sup>th</sup> – 6
2 <sup>nd</sup> – 29	14 <sup>th</sup> – 17	26 <sup>th</sup> – 5
3 <sup>rd</sup> – 28	15 <sup>th</sup> – 16	27 <sup>th</sup> – 4
4 <sup>th</sup> – 27	16 <sup>th</sup> – 15	28 <sup>th</sup> – 3
5 <sup>th</sup> – 26	17 <sup>th</sup> – 14	29 <sup>th</sup> – 2
6 <sup>th</sup> – 25	18 <sup>th</sup> – 13	30 <sup>th</sup> – end of field – 1
7 <sup>th</sup> – 24	19 <sup>th</sup> – 12	
8 <sup>th</sup> – 23	20 <sup>th</sup> – 11	
9 <sup>th</sup> – 22	21 <sup>st</sup> – 10	
10 <sup>th</sup> – 21	22 <sup>nd</sup> – 9	
11 <sup>th</sup> – 20	23 <sup>rd</sup> – 8	
12 <sup>th</sup> – 19	24 <sup>th</sup> – 7	

### **11-2 Speedway Rookie of the Year Program**

- A. The rookie Competitor finishing highest in the Track Points Standings in their respective division will be awarded the Rookie of the Year.
- B. To be eligible, a Competitor may not have competed in the respective division before (unless a 15-day NASCAR temporary license was purchased) and Competitor must not have competed in a higher division.