

NASCAR
WHELEN[®]
MODIFIED TOUR



2024
RULE
BOOK

**National Association
for
Stock Car Auto Racing, LLC**

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NASCAR

FOREWORD

Since its inception, NASCAR has endeavored to make stock car racing highly competitive, affordable and entertaining for racing fans and competitors. One of the tools that we use for this purpose is the NASCAR Rule Book, which contains the rules and procedures governing NASCAR-sanctioned racing.

Close, side-by-side competition among various makes of vehicles is the basis for NASCAR's tremendous fan support and phenomenal growth. NASCAR remains committed to this path.

The NASCAR Rule Book is designed to continually promote better competition while factoring in the costs of participation. Where appropriate, it encourages technical innovation and creativity. Where necessary, it harnesses potential imbalances that could impact the quality of the racing or its affordability. In all cases, rules are crafted with the goal of keeping the sport relevant and exciting.

As part of NASCAR's commitment to maintaining a proper balance in competition, it may be necessary from time to time for NASCAR to make rule changes or adjustments. To maintain fairness and uphold the integrity of the sport, it may be necessary from time to time for NASCAR to issue penalties for rules infractions.

NASCAR's Deterrence System is designed to send a clear message that NASCAR members and racing teams should largely police themselves. When a penalty is called for, the matter is less about the member(s) receiving the Penalty Notice. The greater consideration is the rest of the garage area, who are the ones potentially affected when an infraction occurs.

This latest version of the NASCAR Rule Book is the culmination of more than 75 years of experience, learning, and knowledge. For 2024, it has been revised in several respects. We urge you to carefully study and familiarize yourself with the new Rule Book in order to understand these revisions, as well as those rules that have not changed.

We at NASCAR wish all of you a successful and rewarding season of racing in 2024.

JAMES C. FRANCE
Chairman/
Chief Executive Officer

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PREFACE

A NASCAR-sanctioned Event is a competitive stock car racing Event which is intended to be conducted and officiated in accordance with this Rule Book. This Rule Book may be amended from time to time. Special rules may be published by NASCAR specifically for the Event and any applicable agreements to which NASCAR is a party may also apply. The NASCAR Rule Book is designed to provide for the orderly conduct of NASCAR-sanctioned Events. Ultimately, the solution for unauthorized or improper officiating lies not in individual challenges seeking to undo what has been done, but rather in pressure brought upon the Officials in charge by drivers, owners, fans, and even NASCAR to improve the caliber of Race supervision. It is the responsibility of each Member to address any complaint he/she might have regarding officiating to the Managing Director, Touring Series.

It is ultimately the obligation of each participant to ensure that his/her conduct and equipment comply with all applicable NASCAR Rules, as they may be amended from time to time. EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL NOT RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES. They are intended as a guide for the conduct of stock car racing and are in no way a guarantee against injury or death to participants, spectators, or others.

DEFINITION OF TERMS

The following terms, which appear periodically throughout this Rule Book, have the following meanings:

1. Bulletin

An amendment to the NASCAR Rules issued, published or as otherwise issued or distributed by NASCAR.

2. Competition

The activities during an Event that Competitors participate in. Competition includes all practices, Qualifying and Qualifying Races, as provided in sub-section 9-5 Starting Position Determination – Eligibility and Assignment, and the Race.

3. Competitor

Any NASCAR Member that holds a valid, current NASCAR Car Owner, driver, or crew member license that has not been suspended or revoked who participates in a NASCAR-sanctioned Event.

4. Composite Material

Materials, generally strong and lightweight, in which fibers of more than one sort of material are bonded together chemically (e.g. carbon fiber).

5. Date of Issuance

The earliest of electronic posting date, mailing, emailing, or other timely distribution, or NASCAR's written or verbal announcement or distribution of notice to NASCAR Members.

6. Double File – Touring Style

The procedure used to line up vehicles for restarts during the Race.

7. Event

The time period of activities during a competitive stock car racing Event sanctioned by NASCAR in accordance with the NASCAR Rules which include all periods for registration (including, without limitation, review and approval), inspections, all Practices, Qualifying and Qualifying Races, as provided in Section 9 Starting Position Determination – Eligibility and Assignment, the Race, Post-Race and rain or postponed dates related thereto.

8. Fueler

A Competitor who adds fuel to the vehicle.

9. Fuel Handler

Any Competitor involved in handling and/or transporting fuel.

10. Impound

The process used by NASCAR to detain vehicles after Qualifying during certain Events. When vehicles are impounded during an Event, Competitors are not permitted to make any adjustments and/or changes to their vehicles prior to the Race, unless otherwise authorized by NASCAR.

11. In-Race

The time period of activities during an Event between the start of the Race and Race completion.

12. LHS/RHS

LHS indicates "left hand side" (driver's side); RHS indicates "right hand side" (passenger's side).

13. Magnetic Steel

A hard, strong homogenous alloy composed of a majority of iron while including carbon and other elements, which has a density between 0.265 and 0.300 lbs./in³.

14. NASCAR Member

An individual or entity whose membership application has been accepted by NASCAR, as provided in Section 2 Membership, and whose membership has not expired, or been suspended, canceled, or terminated.

15. NASCAR

The trade name and registered servicemark of the National Association for Stock Car Auto Racing, LLC

16. NASCAR-approved Tire Manufacturer

For the 2024 season the NASCAR-approved tire manufacturer for the NASCAR Whelen Modified Tour is:

Hoosier Racing Tire

17. NASCAR Event Management, LLC (NEM)

An affiliated company and licensee of National Association for Stock Car Auto Racing, LLC, which holds certain NASCAR-owned and NASCAR-controlled rights with respect to the sanctioning and operation of NASCAR-sanctioned Events in accordance with a separate license agreement between NASCAR and NEM.

18. NASCAR Headquarters

The principal office of NASCAR, located at One Daytona Boulevard, Daytona Beach, Florida 32114.

19. NASCAR Inspection Station

The designated location for various NASCAR inspections at an Event.

20. NASCAR Officials

Persons licensed by NASCAR and appointed by NASCAR to officiate as an employee or independent contractor at an Event, which may include employees or representatives of NEM.

21. NASCAR R&D Center

The NASCAR Research and Development Center, located at 7010 West Winds Blvd., Concord, NC 28027.

22. NASCAR Resume Committee

The committee that:

- 1. Determines if a driver is approved to compete in a Series and which types and sizes of race tracks the driver may compete.
- 2. May require a driver to be observed on the race track during an Event before the driver is confirmed for an approval level.
- 3. Reserves the right to rescind or downgrade an approval at any time.

23. NASCAR Rules

The specifications/rules in this Rule Book, as they may be amended from time to time as provided in sub-section 1-2.

24. NASCAR Supervisory Official

The officers, employees or agents of NASCAR as designated herein:

For all Events:

James C. France	Chairman/ Chief Executive Officer
Lesa Kennedy	Executive Vice Chair
Mike Helton	Senior Advisor, NASCAR
Steve Phelps	President, NASCAR
Gary Crotty	Executive Vice President, Chief Administrative Officer and Legal Counsel
Steve O'Donnell	Chief Operating Officer
Ed Bennett	Executive Vice President, Chief Administrative Officer, NASCAR and Chief Executive Officer, IMSA
Ben Kennedy	Senior Vice President, Racing Development & Strategy
Elton Sawyer	Senior Vice President, Competition
Tom Bryant	Vice President, Racing Operations
John Probst	Senior Vice President, Innovation and Racing Development
Brad Moran	Managing Director, NASCAR Cup Series

For NASCAR Whelen Modified Tour Events:

Joseph Dennewitz	Managing Director, Touring Series
Jimmy Wilson	Senior Director, NASCAR Whelen Modified Tour
Tony Glover	Technical Director, Touring Series
Les Westerfield	Technical Coordinator, Touring Series

25. OEM

Original Equipment Manufacturer.

26. Official Entry Blank

The form required by NASCAR for a driver and Car Owner to officially enter an Event.

27 Penalty

Disciplinary action imposed on a NASCAR Member for violation(s) of the NASCAR Rules issued by means of a Penalty Notice, as provided in Section 12 Violations and Disciplinary Action.

28 Post-Race

The time period of activities after Race completion including any and all inspections performed either at the track, NASCAR R&D Center and/or any outside laboratories.

29. Practice

Timed on track activity, excluding Qualifying and Qualifying Races and the Race.

30. Pre-Race

The time period of activities during an Event prior to the start of the Race.

31. Promoter

The individual, partnership, corporation, joint venture or other legal entity that, in connection with an Event, is designated as the “Promoter” in the executed Sanction Agreement for that Event.

32. Qualifying

The procedure(s) for determining the starting positions for a Race, as provided in sub-section 9-5 Starting Position Determination – Eligibility and Assignment, which may include a Qualifying Race(s).

33. Race

The racing competition during an Event.

34. Race Equipment

Any and all components of a vehicle and/or equipment used to service a vehicle during an Event, as provided in Section 20 of this Rule Book.

35. Race Win (Winner)

The lead vehicle after the official completion of the Race.

36 Series

The NASCAR Whelen Modified Tour

37. Series Sponsor

For the 2024 season, the series entitlement sponsor is:

Whelen Engineering, Inc. (“Whelen”)

38. Stock Car

Any vehicle that fits the specifications set forth in the NASCAR Rules.

**Intellectual Property
Owned By
National Association for
Stock Car Auto Racing, LLC**

TRADEMARKS / SERVICEMARKS

NASCAR®, the NASCAR logo, Air Titan®, NASCAR Air Titan®, and all related slogans, logos and trade dress are trademarks of the National Association for Stock Car Auto Racing, LLC.

<u>U.S. PATENTS PATENT NAME</u>	<u>U.S. PATENT NUMBER / APPLICATION NUMBER</u>
1. SYSTEM AND APPARATUS FOR INCREASING DOWNWARD FORCE ON THE AFT END OF A MOTOR VEHICLE	11,390,335
2. APPARATUSES, SYSTEMS, AND METHODS FOR CLEARING A SURFACE USING PRESSURIZED AIR	10,024,010
3. APPARATUSES, SYSTEMS, AND METHODS FOR CLEARING A SURFACE USING AIR	10,024,009
4. APPARATUSES, SYSTEMS, AND METHODS FOR CLEARING A SURFACE	9,388,542
5. METHOD OF CONDUCTING A RACING SERIES	7,207,568
6. ROAD SURFACE CLEARING APPARATUS	D740,860
7. RETAINING SYSTEM	8,485,482
8. RETAINING SHOE	D666,134
9. RETAINER COUPLER	D656,883

The above noted trademarks, and patents, among others, are the exclusive property of National Association for Stock Car Auto Racing, LLC. Unauthorized use of any intellectual property without the express written permission of National Association for Stock Car Auto Racing, LLC in any manner may be a violation of state or federal law. National Association for Stock Car Auto Racing, LLC will pursue its appropriate legal remedies to protect its statutory (and common law) rights in and to its intellectual property.

NASCAR hereby grants to each NASCAR Member a revocable, royalty-free license for 2024 to make and use the objects and methods embodied in the patents and patent applications listed above which are numbered (7) through (9) only for the sole purpose of competing in NASCAR-sanctioned Events, unless otherwise approved in writing by NASCAR. In addition, NASCAR hereby grants each NASCAR Member a revocable, royalty-free license for 2024 to sell to other NASCAR Members only the objects and methods embodied in the patents and patent applications listed above which are numbered (7) through (9) only for the sole purpose of competing in NASCAR-sanctioned Events, unless otherwise approved in writing by NASCAR.

SECTION 1 - THE NASCAR RULES

1-1 Effective Date

A. The NASCAR Rules, including any Amendments thereto, are effective upon the Date of Issuance by NASCAR, regardless of when a NASCAR Member receives actual notice.

B. "Date of issuance" of the NASCAR Rules, or any amendments thereto, is the earliest of:

1. Electronic posting date of a NASCAR Bulletin on the NASCAR Members website (nascarmembers.com);
2. Mailing, emailing, or other timely distribution of notice to Members of the NASCAR Bulletin;
3. NASCAR's written or verbal announcement or distribution of a NASCAR Bulletin to the industry of an immediate change (i.e. driver meeting announcement, etc.).

1-2 Amendment

A. The NASCAR Rules may be amended by issuance of a NASCAR Bulletin issued by NASCAR, pursuant to the authority of the Vice Chairman of NASCAR or duly authorized official of NASCAR.

B. Amendments to the NASCAR Rules are effective immediately upon the Date of Issuance by NASCAR, regardless of when a NASCAR Member receives actual notice, unless otherwise set forth in the NASCAR Bulletin.

C. Amendments to the NASCAR Rules will be published by NASCAR through official NASCAR Bulletins made available on the NASCAR Members website (nascarmembers.com) or as otherwise announced or distributed by NASCAR to its Members. Upon publication of the NASCAR Bulletin, amendments to the NASCAR Rules for the current season will be reflected in "redline" format to clearly distinguish the change from the original version.

1-3 Applicability

NASCAR issues various Rule Books, each of which includes in its title reference to a particular NASCAR-sanctioned Series. The NASCAR Rules in each such Rule Book are applicable to the Series set forth in the title of that Rule Book.

1-4 Interpretation and Application

A. If there is a disagreement or dispute regarding the meaning or application of the NASCAR Rules, the interpretation and application by NASCAR shall prevail.

B. Notwithstanding the foregoing or any other provision in the Rule Book, NASCAR Supervisory Officials may review, adjust, modify and/or supersede an interpretation or application of the NASCAR Rules when the NASCAR Supervisory Officials deem such action to be appropriate.

C. Any and all print or paper copies of the NASCAR Rules represent the status of the NASCAR Rules as of the print date only. NASCAR does not guarantee or represent that any print or paper copy of the NASCAR Rules is correct or up to date. It is the responsibility of each NASCAR Member to remain informed of and operate in accordance with the current version of the NASCAR Rules at all times, as may be amended from time to time. Please contact the Series Director with any questions or concerns on the current status of the NASCAR Rules.

1-5 Finality of Interpretation and Application

A. The interpretation and application of the NASCAR Rules by the NASCAR Officials at the Event, or by NASCAR Supervisory Officials, pursuant to sub-section 1-4 Interpretation and Application, shall be final and non-appealable, except as provided in the following Rule Book Sections:

Section 12 Violations and Disciplinary Action;

Section 14 Appeals to the National Motorsports Appeals Panel and/or

Section 15 Final Appeal to the National Motorsports Final Appeals Officer.

B. In order to promote stock car racing, to achieve prompt finality in competition results, and in consideration of receiving the numerous benefits available to them, ALL MEMBERS, INCLUDING COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY NASCAR OFFICIALS (WHETHER LOCAL, REGIONAL OR NATIONAL) (AND NASCAR SUPERVISORY OFFICIALS WHEN MADE) AS TO THE APPLICATION AND INTERPRETATION OF THE NASCAR RULES ARE NON-LITIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST NASCAR, NEM OR ANYONE ACTING ON BEHALF OF NASCAR OR NEM, WITH RESPECT TO SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS, UNLESS THE NASCAR OFFICIALS OR SUPERVISORY OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN A BAD-FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE MEMBER, COMPETITOR OR OFFICIAL. IF A MEMBER, COMPETITOR OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT MEMBER, COMPETITOR OR OFFICIAL AGREES TO REIMBURSE NASCAR FOR THE COSTS OF SUCH LITIGATION, INCLUDING

ATTORNEYS' FEES. EACH MEMBER, COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST NASCAR OR NEM FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT, THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION. NASCAR RESERVES THE RIGHT TO TAKE ANY OTHER ACTION HEREUNDER, INCLUDING SUSPENSION OR TERMINATION OF MEMBERSHIP, FOR VIOLATION OF THE COVENANT NOT TO SUE.

1-6 Principal Rule of Interpretation and Application

A. The NASCAR Rules are intended to ensure that NASCAR-sanctioned Events are conducted in a manner that is as fair as possible for all Competitors, consistent with prompt finality in competition results.

B. On occasion, circumstances will be presented that are either unforeseen or are otherwise extraordinary, in which strict application of the NASCAR Rules may not achieve this goal. In such rare circumstances, the NASCAR Officials, as a practical matter, may make a determination regarding the conduct of an Event, the eligibility of a Competitor, or similar matters that are not contemplated by or are inconsistent with the NASCAR Rules, in order to achieve this goal.

C. From time to time, in particular rules, Official Entry Blanks, Bulletins and elsewhere, NASCAR may use the term "EIRI" – meaning "Except in Rare Instances" – to indicate the likelihood that such a determination may be made.

D. NASCAR, however, may make such a determination even if "EIRI" has not been included in a particular rule, Official Entry Blank, Bulletin or otherwise. Such determinations are reviewable by NASCAR Supervisory Officials pursuant to sub-section 1-4 Interpretation and Application. All such determinations are subject to sub-section 1-5 Finality of Interpretation and Application.

1-7 Special Rules

Special rules may be made by the Supervisory Officials for an Event. Such special rules shall apply to the conduct of that Event if they are issued or announced prior to or during the Event by means of a Bulletin, newsletter, fax, electronic or internet posting or Pre-Race meeting.

1-8 NASCAR Event Management, LLC.

Any and all rights of NASCAR to prepare, amend, modify and enforce the NASCAR Rules, as set forth throughout this Rule Book, have been duly licensed by NASCAR to NEM for the purpose of sanctioning, operating and controlling the Events. As such, any and all rights and authority conferred upon NASCAR in accordance with the NASCAR Rules shall be extended to NEM and its designated employees and representatives, and NEM shall have full authority and discretion to govern and control Events on behalf of NASCAR. As such, any decisions, determinations or rulings made by NEM shall be final and binding to the same extent such decisions are enforceable by NASCAR in accordance with the NASCAR Rules.

SECTION 2 - MEMBERSHIP

2-1 Application Process

A. Application and/or renewal forms for a NASCAR membership may be obtained from NASCAR Headquarters and are also available at nascarmembers.com for certain membership categories.

B. Upon completion, membership application and/or renewal forms must be submitted to NASCAR Headquarters, which is the only NASCAR office authorized to approve and issue such NASCAR memberships.

C. Membership application and/or renewal forms must be fully executed, signed by the applicant, and accompanied by the requisite fee(s).

D. The receipt of a NASCAR membership application and/or renewal form and fee(s) by NASCAR and the depositing of accompanying fee(s) by NASCAR do not constitute the issuance of or approval by NASCAR of such an application for NASCAR membership.

2-2 Acceptance of Membership

A. NASCAR may, but is not required to, accept as a NASCAR Member any individual or business entity interested in stock car racing, so long as the individual or entity has met the following requirements:

1. Properly and truthfully completed and filed a NASCAR membership application;
2. Agreed to abide by the NASCAR Rules;
3. Paid the fee(s) prescribed for membership;
4. Meets the required qualifications.

2-2.1 Rejection of Membership

A. NASCAR is dedicated to the highest degree of professionalism, sportsmanship and integrity in stock car racing. For that reason, NASCAR may reject the

membership application of an otherwise qualified applicant in the interest of stock car racing or NASCAR, in NASCAR's sole discretion.

B. Among other things, participation or involvement by a person or business entity (including, in the case of a business entity, involvement by any stockholder, director, officer, employee, partner or agent thereof) in conduct detrimental to stock car racing or to NASCAR, whether in the course of Competition or not, and whether the person or business entity was a Member or applicant at the time of such conduct, may result in rejection of a membership application by NASCAR.

C. Any person or business entity whose membership application has been rejected by NASCAR may appeal the rejection to the Department of Appeals in accordance with Section 14 Appeals to the National Motorsports Appeals Panel.

2-3 Membership Status

A. A NASCAR Member, including a Member who has been issued a NASCAR license pursuant to Section 3 Licenses, is not an agent, or employee of NASCAR or NEM by virtue of such membership or license.

B. With respect to any NASCAR-related activities in which a Member engages, unless the Member is also an employee of NASCAR or NEM, the Member shall act as and be deemed to be either an independent contractor or an employee of a person or entity other than NASCAR or NEM, and not an agent, or employee of NASCAR or NEM.

C. Each such Member, or the Member's employer:

1. Is obligated to furnish any tools, supplies or materials necessary to perform the Member's duties.
2. Is responsible for compensating their employees or agents.
3. Assumes all responsibility for any charges, record keeping, premiums and taxes, if any, payable on any funds the Member may receive as a result of any activities as a NASCAR Member, including but not limited to, social security taxes, unemployment insurance taxes, worker's compensation insurance, income taxes and withholding taxes.

D. If a Member is a NASCAR or NEM employee, the NASCAR or NEM Employee Manual supersedes this Rule Book on any violations and/or disciplinary actions.

E. A NASCAR Member may, if he/she elects, also may join the NASCAR Members Club®. However, NASCAR Members Club® members are not otherwise considered to be NASCAR Members as defined in this Rule Book. From time to time NASCAR may create other categories of affiliation for credentialing and/or other purpose such as an "Associate, however, such categories are not NASCAR Members as defined in this Rule Book.

2-4 Suspension

A. NASCAR may suspend a NASCAR membership at any time in the interest of stock car racing or NASCAR, in NASCAR's sole discretion.

B. All suspensions are with immediate effect.

C. A suspension may be total or it may be limited to a suspension of membership and/or license privileges for one or for any combination of the following:

1. At a particular race track or race tracks;
2. For a particular series of Events;
3. For one or more NASCAR-sanctioned Series;
4. For a specified or indefinite period of time and/or

As otherwise determined by NASCAR.

D. If the suspension is announced by Penalty Notice stating that the Member is "suspended from NASCAR" for a specified or indefinite period of time, then the suspension shall apply to all NASCAR-sanctioned Events at all levels of the sport for such period of time.

E. A Member who is suspended is not eligible to participate, in person, in any NASCAR-sanctioned activity, nor to enter restricted areas of an Event (e.g. garage, pits, spotter stand, victory lane, etc.) in which competition or related activities take place.

F. Any special conditions for a suspension will be stated on the Penalty Notice.

G. If the affected Member holds a current and valid NASCAR annual credential, that credential shall not be valid during the period of suspension must be returned to NASCAR until the suspension is lifted, at which time it will be returned at NASCAR's sole discretion.

H. Other NASCAR privileges will be suspended during the period of suspension.

I. During the period of suspension, the suspended Member is still bound by and subject to the NASCAR Rules and all obligations of a NASCAR licensed Member.

J. The affected Member shall have no right to receive, and NASCAR shall not be obligated to refund, any part or all of the fee(s) previously paid by the Member to NASCAR.

K. The affected Member may appeal such a suspension to the Department of Appeals in accordance with Section 14 Appeals to the National Motorsports Appeals Panel.

2-5 Voluntary Termination

A. A Member may terminate his/her NASCAR Membership at any time by providing a letter of resignation to NASCAR Headquarters.

B. Such Member shall have no right to receive, and NASCAR shall not be obligated to refund, any part or all of the fee(s) previously paid by the Member to NASCAR.

C. If a Member terminates his/her NASCAR Membership and holds a current and valid NASCAR annual credential, that credential shall not be valid and must be returned to NASCAR.

2-6 Involuntary Termination

A. NASCAR may terminate a NASCAR membership at any time in the interest of stock car racing or NASCAR, in NASCAR's sole discretion.

B. Such Member shall have no right to receive, and NASCAR shall not be obligated to refund, any part or all of the fee(s) previously paid by the Member to NASCAR.

C. Such Member may appeal such a termination to the Department of Appeals in accordance with Section 14 Appeals to the National Motorsports Appeals Panel.

2-7 Expiration

A NASCAR membership expires automatically on the last day of the calendar year in which the membership is issued.

2-8 Ejection

A. A NASCAR Supervisory Official may eject a Member from an Event or from the racing premises in an emergency situation, as determined by such NASCAR Supervisory Official, to promote the orderly conduct of the Event, and/or future Events.

B. An ejection is final, non-appealable and non-reviewable.

2-9 Membership Required

Every person or business entity who desires to participate in a NASCAR-sanctioned Event as a Competitor, Official, Promoter, Manufacturer, Sponsor, Sales Representative, or other approved position, must apply for, receive, and possess a valid, current NASCAR membership.

2-10 Medical

For safety reasons, at any time during the calendar year NASCAR may require a Competitor to undergo a physical or psychological examination by designated medical professionals at the Competitor's expense.

2-11 Required Notice

Any NASCAR Member charged with any violation of the law (misdemeanor and/or felony), shall notify NASCAR at reporting@nascar.com or visit <http://reporting.nascar.com> prior to the next scheduled Event or within 72 hours of being so charged, whichever is earlier.

2-12 Prohibited Selling of SEL Passes

A. At times, NASCAR teams and NASCAR Members may be entitled or eligible for the privilege of purchasing and/or receiving complimentary passes to Events.

B. NASCAR teams and NASCAR Members are prohibited from selling or conveying SEL passes (hot or cold passes or SEL garage and pit passes) to a third-party vendor for resale.

C. NASCAR teams and NASCAR Members may also have the privilege to allow individuals to receive an SEL through "individual pay" designation at NASCAR Credentials. NASCAR teams and NASCAR Members are prohibited from selling or conveying "individual pay" SEL passes to a third-party vendor for resale.

D. A violation of this Rule may result in the indefinite loss of SEL privileges for individuals and organizations and any violation of this Rule is non-appealable under Section 14 Appeals to the National Motorsports Appeals Panel and Section 15 Final Appeal to the National Motorsports Final Appeals Officer.

SECTION 3 - LICENSES

3-1 Licenses Required

A. Every NASCAR Member who desires to participate in a NASCAR-sanctioned Event as a Competitor, Official, Promoter, Manufacturer, Sponsor, Support Industry Representative or other approved position, must apply for, receive, and possess a valid, current NASCAR license that has not been suspended or revoked, authorizing participation in that capacity.

B. NASCAR may specify, limit, or restrict the types of racing Series, race vehicles, or race tracks in which a licensed Member may participate.

C. Licensed Members must present their NASCAR license or associated Annual Credential, if applicable, to any NASCAR Official(s), at any time, upon request.

3-2 Application Process

A. Application and/or renewal forms for a NASCAR license may be obtained from NASCAR Headquarters and are also available at nascarmembers.com for certain license categories.

B. Upon completion, license application and/or renewal forms must be submitted to NASCAR Headquarters, which is the only NASCAR office authorized to approve and issue NASCAR licenses.

C. License application and/or renewal forms must be fully executed, signed by the applicant, and accompanied by the requisite fee(s).

D. NASCAR's receipt of a NASCAR license application and/or renewal form and fee(s) and the depositing of accompanying fee(s) by NASCAR does not constitute the issuance of or approval by NASCAR of such an application for a NASCAR license.

E. Applicants will receive a license card from NASCAR Headquarters when their application for a license has been approved.

3-3 Eligibility

3-3.1 Acceptance of a License

Any person or business entity who is a Member in good standing is eligible to receive a NASCAR license authorizing the Member to participate in a NASCAR-sanctioned Event so long as the Member has met the following requirements:

1. Properly and truthfully completed and filed a NASCAR license application;
2. Agreed to abide by the NASCAR Rules;
3. Paid the fee(s) prescribed for the NASCAR license;
4. Meets the required qualifications for the NASCAR license set forth in this Section 3 Licenses and as may be otherwise required by NASCAR.

3-3.2 Rejection of a License

A. NASCAR is dedicated to the highest degree of professionalism, sportsmanship and integrity in stock car racing. For that reason, NASCAR may reject the license application of an otherwise qualified applicant in the interest of stock car racing or NASCAR, in NASCAR's sole discretion.

B. Among other things, participation or involvement by a person or business entity (including, in the case of a business entity, involvement by any stockholder, director, officer, employee, partner or agent thereof) in conduct detrimental to stock car racing or to NASCAR, whether in the course of competition or not, and whether the person or business entity was a licensed Member or applicant at the time of such conduct, may result in rejection of a license application by NASCAR.

C. Any person or business entity whose application has been rejected may appeal to the Department of Appeals in accordance with Section 14 Appeals to the National Motorsports Appeals Panel.

3-3.3 Interim Review of a License

A. NASCAR, in its sole discretion, may review the qualifications of a licensed Member at any time after issuance of a NASCAR license.

B. NASCAR may require a licensed Member to submit to and pass additional physical examinations by a qualified physician(s); and may take such other action or require the licensed Member to take such other action, as NASCAR may deem appropriate, to determine whether the licensed Member continues to qualify for a NASCAR license under Section 3 Licenses. In addition, NASCAR may also require a driver to submit a resume, or an updated resume, to include driver information and record of competition and/or to pass additional driver ability tests in order to be eligible for a NASCAR driver license.

3-4 Minors

A. If the applicant for a NASCAR license is a minor under the laws of his/her state/province of residence, the applicant must also submit, with his/her license application, a fully executed and signed Minor's Release and Parental Consent Agreement.

B. The Minor's Release must be signed by the applicant, as well as the applicant's natural father or mother, or by a legal guardian.

C. NASCAR may, but is not required to, approve the license application of any applicant who is a minor and otherwise qualified in accordance with this Section.

3-5 Licenses Non-Transferable

A. A NASCAR license is non-transferable and non-assignable.

B. A NASCAR license may only be used by the Member to whom it is issued.

C. Any attempt by a Member to transfer, lend, or permit any other person or entity to use his/her NASCAR license shall be subject to a penalty by NASCAR.

D. IF FOR ANY REASON, WHETHER INTENTIONAL OR UNINTENTIONAL, A NASCAR LICENSE IS TRANSFERRED, LOANED, OR USED BY ANY OTHER PERSON OR ENTITY, THE ORIGINAL LICENSED MEMBER SHALL INDEMNIFY NASCAR, NEM, THEIR PARENT, SUBSIDIARIES AND AFFILIATES, AND ALL

RELATED PARTIES FOR ANY DAMAGES ARISING IN CONNECTION WITH SUCH TRANSFER, LOAN, OR USE.

3-6 Suspension

A. NASCAR may suspend a NASCAR license at any time in the interest of stock car racing or NASCAR, in NASCAR's sole discretion.

B. All suspensions are with immediate effect.

C. A suspension may be total or it may be limited to a suspension of membership and/or license privileges for one or for any combination of the following:

1. At a particular race track or race tracks;
2. For a particular series of Events;
3. For one or more NASCAR-sanctioned Series;
4. For a specified or indefinite period of time and/or
5. As otherwise determined by NASCAR.

D. If the suspension is announced by Penalty Notice stating that the licensed Member is "suspended from NASCAR" for a specified or indefinite period of time, then the suspension shall apply to all NASCAR-sanctioned Events at all levels of the sport for such period of time.

E. A licensed Member who is suspended is not eligible to participate, in person, in any NASCAR-sanctioned activity, nor to enter restricted areas of an Event (e.g. garage, pits, spotter stand, victory lane, etc.) in which competition or related activities take place.

F. Any special conditions for a suspension will be stated on the Penalty Notice.

G. If the affected licensed Member holds a current and valid NASCAR annual credential, that credential shall not be valid during the period of suspension and must be returned to NASCAR until the suspension is lifted, at which time it will be returned at NASCAR's sole discretion.

H. Other NASCAR privileges will be suspended during the period of suspension.

I. During the period of suspension, the suspended licensed Member is still bound by and subject to the NASCAR Rules and all the obligations of a NASCAR licensed Member.

J. The affected licensed Member shall have no right to receive, and NASCAR shall not be obligated to refund, any part or all of the fee(s) previously paid by the Member to NASCAR.

K. The affected licensed Member may appeal such a suspension to the Department of Appeals in accordance with Section 14 Appeals to the National Motorsports Appeals Panel.

3-7 Voluntary Termination

A. A licensed Member may terminate his/her NASCAR license at any time by surrendering his/her NASCAR license card and submitting a letter of resignation to NASCAR Headquarters.

B. The affected Member shall have no right to receive, and NASCAR shall not be obligated to refund, any part or all of the license fee(s) paid by the Member to NASCAR.

C. If a Member terminates his/her NASCAR Membership and holds a current and valid NASCAR annual credential, that credential shall not be valid and must be returned to NASCAR.

3-8 Involuntary Revocation

A. NASCAR may revoke a license at any time in the interest of stock car racing or NASCAR, in NASCAR's sole discretion.

B. The affected Member shall have no right to receive and NASCAR shall not be obligated to refund, any part or all of the license fee(s) paid by the Member to NASCAR.

C. The affected Member may appeal such a revocation to the Department of Appeals in accordance with Section 14 Appeals to the National Motorsports Appeals Panel.

3-9 Expiration

A license expires automatically on the last day of the calendar year in which the license is issued.

3-10 Ejection

A. A NASCAR Supervisory Official may eject a licensed Member from an Event or from the racing premises in an emergency situation, as determined by such NASCAR Supervisory Official, to promote the orderly conduct of the Event, and/or future Events.

B. An ejection is final, non-appealable and non-reviewable.

3-11 NASCAR Membership and License Application Types

3-11.1 Competition – Driver License

A. In order to compete in a NASCAR Whelen Modified Tour Event, a driver must have a current and valid NASCAR Driver Membership and License.

B. In order to compete in an FIA-listed Event, a driver must have a current and valid FIA driver's license of grade C or better. Application forms for an FIA driver's license may be obtained from NASCAR Headquarters and are also available at nascarmembers.com.

3-11.1.1 Minimum Driver License Requirements

To be eligible for a NASCAR Driver License, a NASCAR Member at a minimum must:

A. Be at least 15 years of age.

B. Submit the Driver Information and Record application to the NASCAR Resume Committee outlining his/her previous racing experience. The NASCAR Resume Committee will determine if the driver is approved to compete in the NASCAR Whelen Modified Tour and, if approved, which types and sizes of race tracks the driver may compete. Any previously approved driver who has not competed for at least one year, may be required to resubmit the Driver Information and Record application.

C. If requested by NASCAR Officials, any driver, including without limitation any starting or relief driver, take and pass driving ability tests prior to an Event, any practice runs, Qualifying or the Race as conducted by and at the discretion of NASCAR Officials, whose decision as to the Members driving ability is final and binding on the Member. NASCAR may specify, limit, or restrict the types of racing Series, race vehicles, or race tracks in which a driver may participate based on the results of the driving ability test(s).

D. Be physically and physiologically fit as determined in the sole discretion of NASCAR. In this regard, NASCAR may require a Member to submit to and pass one or more physical examinations by a qualified physician(s).

E. Execute and deliver to NASCAR such authorizations, releases, applications, consents, waivers, resumes and other documents as may be required by NASCAR from time to time.

F. Have a negative pre-license substance abuse test result on file with NASCAR, per the requirements of Section 19.5A Testing for Prohibited Substances.

G. After completing the annual pre-license physical examination, inform the Medical Liaison Department in writing of any change(s) in health status, information or medications as soon as practically possible, but in no event longer than three (3) calendar days of my discovery of such change(s). Changes to health status may include but are not limited to illness and/or injuries sustained during or outside of racing activity, diabetes, testosterone deficiency, pregnancy, hypertension, attention deficit / hyperactivity disorder, or other acute or chronic conditions requiring medication, treatment, therapy, rehabilitation or recurring review by medical specialists to obtain clearance to participate in motor vehicle racing activity.

3-11.2 Competition – Car Owner License

A. In order to compete in a NASCAR Whelen Modified Tour Event a Car Owner must have a current and valid NASCAR Whelen Modified Tour Competition Car Owner Membership and License..

B. In order to compete in an FIA-listed Event, a Car Owner must have a current and valid FIA entrant's license. Application forms for an FIA entrant's license may be obtained from NASCAR Headquarters and are also available at nascarmembers.com.

C. NASCAR will issue the license in the name of the Car Owner as named on the license application.

D. If the Car Owner is a partnership, corporation or other business entity, the NASCAR license will be issued in the name of the partnership, corporation or business entity, and the NASCAR license will further indicate the name of the individual legally responsible for the ownership and operation of the partnership, corporation or business entity. A NASCAR- licensed Car Owner needs the ability to make decisions on behalf of his/her organization without delay. That person will be the party responsible for all communications and contact with NASCAR regarding all business (as opposed to racing competition) matters in connection with the vehicle.

3-11.2.1 Minimum Car Owner License Requirements

To be eligible for a NASCAR Competition Car Owner Membership and License, a NASCAR Member at a minimum must:

1. Be at least 18 years of age, unless the applicant is a business entity.
2. Own a race vehicle.

3-11.2.2 Assigned Vehicle Number

A. All vehicle numbers are owned by and will be assigned by NASCAR.

B. NASCAR will indicate on the NASCAR Competition Owner License the vehicle number assigned to the licensed Member by NASCAR.

C. Numbers on a vehicle must correspond with the NASCAR Competition Owner License that is on file at NASCAR headquarters, unless otherwise authorized by NASCAR.

D. The licensed Member may use the vehicle number assigned by NASCAR to identify the vehicle(s) owned by that licensed Member. Numbers assigned by NASCAR may not be transferred unless authorized by NASCAR.

E. NASCAR may require a Car Owner to use a different number in order to avoid duplication or confusion at an Event.

F. NASCAR reserves the right to revoke, reassign or transfer vehicle numbers to another licensed Member at any time. Vehicle numbers are non-transferable and non-assignable, except by NASCAR.

G. If NASCAR changes a vehicle number assigned to a licensed Member during the race season, NASCAR, at its option, may transfer to the new number the Championship points accumulated by the Car Owner under the previously assigned vehicle number.

H. Championship points and other prizes for Car Owners will be awarded to the licensed Member, depending upon the performance of the vehicle identified by the number assigned to the licensed Member.

3-11.2.3 Change in Ownership

A. If the individual, partnership, corporation, or business entity is altered in any material manner, including bankruptcy, or become the subject of a merger, or the business entity's ownership interest materially changes, the licensed Member shall promptly inform NASCAR Headquarters in writing of the change.

B. When NASCAR is informed of such a change by the licensed Member, or otherwise, NASCAR, in its sole discretion, may approve or revoke the NASCAR license as of the date of the change or otherwise.

C. If NASCAR revokes the NASCAR license, the new partnership, corporation or business entity must submit a new Car Owner License application.

D. NASCAR may assign the old vehicle number(s) to the new NASCAR Licensed Member, or it may assign a new vehicle number(s).

E. NASCAR, in its sole discretion, may assign to the new licensed Member Championship points earned by the former licensed Member, if doing so is in the interest of competition and stock car racing.

F. NASCAR may make such other determinations regarding scoring, earning credit for the first place finish, as described in Section 17 (Points and Point Funds), point funds and the distribution of the purse or prize monies as it determines to be in the interest of competition and stock car racing.

3-11.3 Competition – Crew Member License

In order to compete in a NASCAR Touring Series Event, a crew member must have a current and valid NASCAR Crew Member Membership and License.

3-11.3.1 Minimum Crew Member License Requirements

To be eligible for a NASCAR Crew License, a NASCAR Member at a minimum must:

1. Be at least 15 years of age.
2. Be physically fit to be a crew member, as determined in the sole discretion of NASCAR. In this regard, NASCAR may require the Member to submit to and pass one or more physical examinations by a qualified physician(s).
3. Execute and deliver to NASCAR such authorizations, releases, applications, consents, waivers and other documents as may be required by NASCAR from time to time.
4. Be in compliance with NASCAR's Substance Abuse Policy (See Section 19).

3-11.3.2 Per Event License

A NASCAR Per Event License, if approved by NASCAR, is issued strictly in accordance with the terms and conditions stated on the application form. The PEL is valid for 24 hours prior to the opening of the Series registration and ending 24 hours after the last Series scheduled activity.

3-11.4 Premier License

3-11.4.1 Minimum Premier License Requirements

To be eligible for a NASCAR Premier License, a NASCAR Member at a minimum must:

1. Be at least 18 years of age.
2. Be a designated employee of a company that has a direct sponsorship program with NASCAR (Official Status, Contingency Programs, Special Awards and Series Sponsors).
3. Execute and deliver to NASCAR such authorizations, releases, applications, consents, waivers and other documents as may be required by NASCAR from time to time.

3-11.5 Support Industry License

3-11.5.1 Minimum Support Industry License Requirements

To be eligible for a NASCAR Support Industry License, a NASCAR Member at a minimum must:

1. Be at least 18 years of age.

2. Be an employee of a marketing, sales, public relations company, or industry firm (a company working with a team(s) that requires access to service their product, i.e. engine builders, manufacturers of vehicles, parts, or other equipment) which require access, as determined by NASCAR, to garage and pit areas to conduct business.
3. Execute and deliver to NASCAR such authorizations, releases, applications, consents, waivers and other documents as may be required by NASCAR from time to time.

3-11.6 Class "B" License

3-11.6.1 Minimum Class "B" License Requirements

To be eligible for a NASCAR Class "B" License, a NASCAR Member at a minimum must:

1. Be at least 18 years of age.
2. Be a designated employee of a company that does not have a direct program or sponsorship involvement with NASCAR or a team but requires access, as determined by NASCAR, to the garage and pit areas to conduct business (parts vendors, etc.).
3. Execute and deliver to NASCAR such authorizations, releases, applications, consents, waivers and other documents as may be required by NASCAR from time to time.

3-11.7 Team Sponsor License

3-11.7.1 Minimum Team Sponsor License Requirements

To be eligible for a NASCAR Team Sponsor License, a NASCAR Member at a minimum must:

1. Be at least 18 years of age.
2. Be a designated employee of a company that has a primary or associate sponsorship with a NASCAR Whelen Modified Tour race team.
3. Execute and deliver to NASCAR such authorizations, releases, applications, consents, waivers and other documents as may be required by NASCAR from time to time.

3-11.8 NASCAR Official License

3-11.8.1 Minimum Official License Requirements

To be eligible for a NASCAR Official License, a NASCAR Member at a minimum must:

1. Be at least 18 years of age.
2. Possess, in the sole discretion of NASCAR, the necessary qualifications and abilities to carry out the duties of a NASCAR Official.
3. Be physically fit to perform the duties of an Official, as determined in the sole discretion of NASCAR. In this regard, NASCAR may require the Official or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
4. Execute and deliver to NASCAR such authorizations, releases, applications, consents, waivers and other documents as may be required by NASCAR from time to time.

3-11.9 Promoter License

3-11.9.1 Minimum Promoter License Requirements

To be eligible for a NASCAR Promoter License, a NASCAR Member must:

1. Be at least 18 years of age, unless the applicant is a business entity. If the applicant is a corporation, partnership, or other business entity, the individual legally responsible for the ownership and operation of the business entity must satisfy the same age requirement.
2. Be a designated employee of a Promoter that has entered into a valid Sanction Agreement for one (1) or more NASCAR-sanctioned Events.
3. Execute and deliver to NASCAR such authorizations, releases, applications, consents, waivers and other documents as may be required by NASCAR from time to time.

SECTION 4 - INJURY REPORTS

A. Any Member involved in an accident or otherwise injured while on the racing premises at an Event (e.g. racing surface, pit area, garage area, etc.), must report such incident to a NASCAR Official or NASCAR Medical liaison as soon as practicable, but in no event prior to leaving the premises, unless such Member is physically unable to make such a report.

B. Each Competitor agrees and consents that in the event of injury or death in the course of or as a result of an Event, to sign in advance of the Event the necessary waivers to release and provide to NASCAR access to copies of any and all medical records of the Competitor related to such an injury or death.

SECTION 5 - SANCTIONED EVENTS

5-1 NASCAR Sanction Agreement

A. A NASCAR Sanction Agreement is issued only by NASCAR Headquarters on the appropriate form, after approval by NASCAR.

B. The issuance of a Sanction Agreement for a specific Event does not obligate the Promoter or NASCAR to enter into a Sanction Agreement, or to issue a sanction, for any other Event(s).

5-2 Event Changes

All changes relating to an Event, including Qualifying, must be approved in advance by NASCAR.

5-3 Participation

Only NASCAR Members holding a valid, current NASCAR license that has not been suspended or revoked are authorized to participate in NASCAR-sanctioned Events.

SECTION 6 - SAFETY

6-1 Stock car racing is an inherently dangerous sport. Each NASCAR Member assumes the risk of bodily injury, death, or property damage 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.

6-2

A. Member Responsibilities:

Although safety is first priority and a concern for all parties involved in NASCAR-sanctioned Events, NASCAR cannot be—and is not responsible for—all or even most aspects of the safety efforts required throughout each Event. Such safety responsibilities are instead a shared collaboration across the various Members participating in each Event(s) as outlined in this Section.

B. Promoter:

The Promoter is directly and finally responsible to ensure the following:

1. The racing facilities are adequate for the Event.
2. Adequate safety personnel and equipment are provided for each Event, both for the purpose of preventing injury where reasonably possible and responding to injury when it occurs.
3. 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.

C. NASCAR/NEM:

Employees and representatives of NASCAR or NEM, when present at an Event, are responsible for promptly reporting to the Promoter of any inadequacies in the racing facilities, safety personnel and equipment, or other conditions at the racing facilities that are observed and considered to be in their best judgment, inconsistent with the interests of safety.

NASCAR works with Competitors, Promoters, vehicle manufacturers and outside independent experts to facilitate, where and when appropriate, the exchange of useful information regarding safety designs, products, practices, and procedures.

Where and when appropriate, NASCAR will institute rules or procedures relating to safety.

NASCAR Officials are responsible for promptly reporting to the Promoter any inadequacies in the racing facilities, safety personnel and equipment, or other conditions at the racing facility that are observed and considered to be, in their best judgment, inconsistent with the interests of safety.

If a NASCAR Official observes any safety inadequacy in a Competitor's race vehicle, racing equipment, or conduct, the NASCAR 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, requests to take physical examinations, substance abuse tests, and/or other driver ability or experience tests.

NASCAR IS NOT RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE VEHICLE, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

NASCAR is not and does not hold itself out as an expert in safety standards, designs, products, practices or procedures, nor is NASCAR a standards organization or a designer, manufacturer or seller of safety-related products, facility designs or race vehicle designs.

NASCAR AND NEM DO NOT MAKE ANY REPRESENTATIONS OR WARRANTIES OF SAFETY TO ANY NASCAR MEMBER, RACING FACILITY OR OTHER PERSON OR ENTITY AND CANNOT AND DO NOT TAKE RESPONSIBILITY TO ENSURE THE ADEQUACY - FOR PURPOSES OF SAFETY - OF THE RACING FACILITY, SAFETY

PERSONNEL AND EQUIPMENT, AND/OR CONDITIONS AT THE RACING FACILITY. The Promoter and the Competitors are solely and ultimately responsible for such matters at NASCAR-sanctioned Events.

D. Competitors:

All Competitors are obligated to inspect for any unsafe condition of the racing facilities, his/her race vehicle and all related equipment, safety personnel and equipment, and/or conditions at the track on a continuing basis before, during and after the Event.

Competitors are responsible for promptly reporting to the Promoter and NASCAR Officials any inadequacies in the racing facilities, safety personnel and equipment, or other conditions at the racing facilities that are observed and considered to be, in their best judgment, inconsistent with the interests of safety.

Competitors are solely and directly responsible for the safety of their race vehicles and racing equipment and are obligated to perform their duties in a manner designed to minimize to the degree possible the risk of injury to themselves and others.

NEITHER NASCAR NOR THE PROMOTER CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE VEHICLE, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

SECTION 7 - ENTRIES

7-1 Entry Requirements

A. In order to compete in a NASCAR-sanctioned Event, all drivers and Car Owners must submit, and have approved, an Official Entry Blank Coupon for the Event.

B. The sole Official Entry Blank is issued by NASCAR. For purposes of this Section, "Official Entry Blank" refers to the form of entry required by NASCAR for Members to officially enter a NASCAR-sanctioned Event.

C. It is the responsibility of the NASCAR Member to obtain the appropriate Official Entry Blank, and to ascertain and abide by all applicable deadlines and instructions. The distribution of Official Entry Blanks to Competitors does not relieve them of this responsibility.

D. The Member must complete the Official Entry Blank for the Event in full and submit it to the appropriate office specified on the Official Entry Blank by the deadline listed thereon. The date of submission of the Official Entry Blank will be determined by the date contained in the postal mark, (if mailed), NASCAR-recognized courier receipt, the NASCAR date stamp, if delivered in person to NASCAR, or the submittal date, if sent electronically. Telephone entries will not be accepted.

E. In the event an Official Entry Blank is not submitted by the listed deadline, NASCAR, in its sole discretion, may decide to accept the Competitor's entry in which case he/she may be eligible for prize money, provisional starting position(s), NASCAR Championship points or bonus money, if any.

F. Acceptance of any entry is at the discretion of NASCAR.

7-2 Member Obligations / Agreements / Releases

A. A NASCAR-sanctioned Event is a competitive stock car racing Event, that is intended to be conducted and officiated in accordance with this Rule Book, as it may be amended from time to time, any special rules that may be issued by NASCAR specifically for the Event, and any applicable agreement to which NASCAR is a party.

B. BY SUBMITTING AN OFFICIAL ENTRY BLANK AND/OR TAKING PART IN ANY ACTIVITY RELATING TO THE EVENT, A MEMBER AGREES TO ABIDE BY THE DECISIONS OF NASCAR OFFICIALS (WHETHER LOCAL, REGIONAL OR NATIONAL) AND NASCAR SUPERVISORY OFFICIALS RELATING TO THE EVENT OR ANY MATTERS ARISING OUT OF THE EVENT, AND AGREES THAT SUCH DECISIONS ARE FINAL, NON-APPEALABLE (EXCEPT AS PROVIDED IN SECTIONS 12, 14 AND 15 OF THIS RULE BOOK) AND NON-LITIGABLE. SUCH A MEMBER MAY INSPECT THE RACING FACILITY TO ENSURE THAT IT IS IN A SAFE RACEABLE AND USEABLE CONDITION. SUCH A MEMBER FURTHER AGREES TO INSPECT HIS/HER RACE VEHICLE AND ALL RELATED EQUIPMENT TO ENSURE THAT IT IS IN A SAFE, RACEABLE AND USABLE CONDITION, AND THAT THE MEMBER VOLUNTARILY ASSUMES THE RISK OF, AND HAS NO CLAIM FOR DAMAGES AGAINST NASCAR, NEM, THE PROMOTER OR THEIR RESPECTIVE OFFICERS, DIRECTORS, SHAREHOLDERS, OFFICIALS, AGENTS OR EMPLOYEES BY REASON OF, DAMAGE TO THE MEMBERS VEHICLE, OR EQUIPMENT, OR INJURY OR DEATH OF THE DRIVER, THE PIT CREW OR ANY OTHER PERSON. ALL MEMBERS ASSUME FULL RESPONSIBILITY FOR ANY AND ALL INJURIES SUSTAINED, INCLUDING DEATH, AND ALL PROPERTY DAMAGE, ANYTIME THEY ARE IN THE RACING AREAS OR EN ROUTE THERETO OR THEREFROM. EACH MEMBER ACKNOWLEDGES THAT THE MEMBER'S SPOUSE AND NEXT- OF- KIN HAVE BEEN ADVISED THAT THE MEMBER UNDERSTANDS THE HIGH RISK OF SERIOUS INJURY OR DEATH WHICH MAY RESULT FROM RACING, AND THAT THE MEMBER SOLELY ASSUMES ALL SUCH RISKS.

C. Once an entry is accepted by NASCAR, a Competitor must submit in writing any requested changes to the entry, which NASCAR may accept or reject in its sole discretion.

D. If a Competitor competes in a NASCAR-sanctioned Event without having properly submitted a fully-executed Official Entry Blank, the Competitor, by such entry, nevertheless agrees that he/she is subject to all NASCAR Rules, amendments and special rules, as well as all statements, releases and obligations appearing in the Official Entry Blank, as if he/she had properly submitted a fully-executed Official Entry Blank.

E. Only persons approved by NASCAR may enter the racing area. Competitors may not enter the racing areas (i.e., garage areas, pits, racing surface, and similar areas) unless they personally have signed all required entry forms, waiver and release of liability forms, and pit permits applicable to the particular Event. No person may transfer, duplicate or sign at any time, for any reason, any entry form, waiver and release of liability form or pit permit for anyone other than himself/herself.

F. When a Competitor submits an Official Entry Blank Coupon, and the entry is accepted, the Competitor becomes obligated to attempt in good faith to compete in the Event to the best of his/her ability.

G. A Competitor or any NASCAR Member shall not be permitted to pursue a legal remedy regarding decisions which are appealable under the NASCAR Rules unless and until all administrative procedures, including the appeals process as set forth in Section 14 Appeals to the National Motorsports Appeals Panel and Section 15 Final Appeal to the National Motorsports Final Appeals Officer herein, have been fully exhausted.

7-3 Advertising and Promotion Release

Each Member, by entering a NASCAR-sanctioned Event, grants to NASCAR, its duly authorized agents and assigns, a license to use and sub-license his/her name, likeness and performance, including photographs, images and sounds of such Member and/or any vehicle(s) with respect to which the Member competes in NASCAR-sanctioned Events, in any way, medium or material (including, but not limited to, telecasts by and through television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by NASCAR, sales and other commercial projects, and the like) for promoting, advertising and publicizing at any time any NASCAR-sanctioned Event or NASCAR related telecast or programming, before, during and after such Event, and each Member hereby relinquishes to NASCAR in perpetuity all rights thereto for such purposes.

7-4 Telecast and Other Rights

A. Each Member, by entering a NASCAR-sanctioned Event, acknowledges that NASCAR, and its licensees and assigns exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means, process, medium or device (including, but not limited to, television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by NASCAR, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds and data (including, but not limited to, in-vehicle audio, in-vehicle video, in-vehicle radio, other electronic transmissions between vehicles and crews, and timing and scoring information) arising from or during any NASCAR Event or the Member's performance in the Event, and that, except for works created pursuant to the fair use doctrine or the NASCAR Media Access Policy, NASCAR is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in and to any other works, copyrightable or otherwise, created from the images, sounds and data arising from or during any NASCAR Event or the Member's performance in the Event.

B. Each Member agrees to take all steps reasonably necessary, and all steps requested by NASCAR, to protect, perfect or effectuate NASCAR's ownership or other interest in these rights.

C. Each Member agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement that would contravene, diminish, encroach or infringe upon these NASCAR rights.

7-5 Performance Obligation

A. NASCAR requires its Competitor(s) to race at 100% of their ability with the goal of achieving their best possible finishing position in the Event.

B. Any Competitor(s) who takes action with the intent to Artificially Alter the finishing positions of the Event or encourages, persuades or induces others to Artificially Alter the finishing positions of the Event shall be subject to a penalty from NASCAR, as specified in Section 12 Violations and Disciplinary Action.

C. "Artificially Alter" shall be defined as actions by any Competitor(s) that show or suggest that the Competitor(s) did not race at 100% of their ability for the purpose of changing finishing positions in the Event, in NASCAR's sole discretion.

SECTION 8 - INSPECTIONS AND ELIGIBILITY

Prior to use in any Event all Race Equipment described in Sections 20D must be submitted to the Series Director for consideration of approval and approved by NASCAR. The Race Equipment above may thereafter be used in its approved form until NASCAR determines that the equipment is no longer eligible for competition.

8-1 Time / Manner / Location

A. All Race Equipment, including but not limited to vehicles, vehicle parts, components, equipment and/or fuel, is subject to inspection by NASCAR, at any time and in any manner and location as determined by NASCAR Officials in its sole discretion.

B. All decisions by NASCAR regarding the timing, manner and location of inspection, as well as what Race Equipment will be inspected, are final, non-appealable and non-reviewable except as provided in sub-section 1-5 Finality of Interpretation and Application.

8-2 Inspection Area

Only those persons approved by NASCAR Officials may be admitted to the inspection area(s).

8-3 Vehicle Eligibility

A. NASCAR will determine whether a vehicle including any Race Equipment meets the applicable specifications for an Event as set forth in the NASCAR Rules, as it may be amended from time to time, and any special rules published by NASCAR for an Event.

B. Only Race Equipment determined by NASCAR to meet the applicable specifications is eligible to compete in the Event.

C. Such determinations may be made by NASCAR Officials at any time before, during, or after the Event, and may consider, to the extent deemed reasonable by NASCAR in the interests of racing competition and fairness, any modifications caused or required as a result of damage caused by in-race accidents.

8-3.1 Backup Vehicle

A. Throughout the Event, the Car Owner must compete with the original vehicle that is presented for initial inspection, unless the vehicle has been damaged beyond a timely repair.

B. The Series Director will make the determination of whether a vehicle is damaged beyond a timely repair.

C. A backup vehicle may not be unloaded at any time, unless approved by the Series Director.

D. Under no circumstances will the Car Owner be permitted to use a backup vehicle if, in the judgment of the Series Director, the original vehicle was intentionally damaged.

E. After a vehicle has completed initial inspection, at the discretion of the Series Director, a vehicle that has sustained severe damage as a result of an on-track incident may be removed from the track premises for adequate repairs.

F. Any backup vehicle must pass the NASCAR inspection and will be subject to an additional inspection fee.

8-4 Competitor Obligation

A. A Competitor must take whatever steps that are requested by NASCAR Officials, including disassembly of the vehicle, to facilitate inspection of the Race Equipment.

B. This obligation includes, but is not limited to, installing inspection holes, inspection ports, and/or other means of inspection in the frame components, roll cage bars, engine components, and the like.

C. NASCAR is not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such inspections.

8-5 Inspection

8-5.1 Inspection Prior to Competition

A. If NASCAR determines prior to the competition that a vehicle, including Race Equipment, does not meet the applicable specifications, the vehicle will not be allowed to compete. The Series Director may make an exception to this if the deficiency:

1. Will not adversely affect the orderly conduct of the Race;
2. Cannot be corrected in time for Qualifying or for the Race (if no Qualifying or if the deficiency is discovered after Qualifying but prior to the Race);
3. Is so insubstantial as not to warrant a determination that the vehicle is ineligible to compete in the Race.

B. If the Series Director permits the vehicle to compete under these circumstances, the Competitor will be notified in writing of the deficiency and specify the date and time in which the deficiency must be corrected.

C. If the deficiency has not been corrected by the date and time specified, a penalty may be imposed by the Series Director.

D. The vehicle will be prohibited from competing in any future Event(s) until the deficiency has been corrected.

E. Unless otherwise authorized by the Series Director, once a vehicle has been presented at the beginning of the inspection procedure for either Qualifying or the Race, the vehicle must not be removed from the inspection procedure until after Qualifying or the Race has been completed.

8-5.2 Inspection After Competition

A. At an Event where the NASCAR Rules, special rules, or NASCAR requires inspection after the Event, Race Equipment that has competed in the Event may not be taken from the racing premises without permission from the Series Director.

B. If NASCAR determines after the Race that any Race Equipment, including the vehicle, does not meet the NASCAR Rules or any special rules published by NASCAR for the Event, the Series Director may make an exception to this if the deficiency is so insubstantial as not to warrant a determination that the Race Equipment was ineligible for the Event. Under this circumstance, the Series Director will apprise the Competitor in writing of the deficiency and direct the Competitor to correct the deficiency for future Events.

C. The vehicle will be prohibited from competing in any future Event until the deficiency has been corrected.

8-5.2.1 Inspection After Completion Procedure

A. Upon finishing their cool-down lap after the completion of the Race, all vehicles must report to pit road or designated area but must not leave pit road or the designated area until directed to do so by NASCAR.

B. All vehicles are considered under impound from the moment they receive the checkered flag, or the Race is declared complete due to adverse conditions. Vehicles must not be altered or adjusted in any manner during the cool-down lap or on pit road prior to reporting to the inspection area(s).

C. The first-place vehicle may engage in appropriate celebratory activity (such as a victory lap, burn-out(s) or donuts') prior to reporting to Victory Lane.

D. Vehicles that finish in second through fifth place and any other vehicles randomly selected or otherwise determined by NASCAR to require additional inspection for any reason must report to the inspection area(s).

E. NASCAR, at its sole discretion, may analyze the performance capabilities of a vehicle, vehicle part, component or equipment at the race track or any other location including but not limited to, remote or third-party testing facilities.

F. NASCAR, at its sole discretion, may confiscate any vehicle, vehicle part, component, equipment, fuel and/or tires that fail to meet NASCAR for specifications or that appears to be altered in violation of the NASCAR Rules for further evaluation.

G. The maximum amount of cooling time permitted for any engine after the official completion of the Race is two (2) hours.

H. NASCAR Officials may assess a fine and/or loss of championship points, and/or loss of finishing positions in the Event for any engine that requires additional cooling time in excess of the maximum cooling down time of two (2) hours. See sub-sections 12-4 General Scope of Penalties & 12-5 NASCAR Deterrence System.

8-6 Vehicle Sealing / Impounding

8-6.1 Sealing / Impounding Initiated by NASCAR

A. NASCAR may, for inspection purposes, seal or impound any Race Equipment entered and competing in an Event.

B. NASCAR also may seal or impound any Race Equipment to conduct an analysis of the performance capabilities of the Race Equipment. See sub-section 8-8 Competitive Analysis.

C. NASCAR is not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such sealing or impounding.

8-6.2 Impound Events

A. In Events where vehicles are impounded after inspection or Qualifying, only repairs or adjustments authorized by NASCAR may be performed.

B. Unauthorized repairs and/or adjustments may result in a penalty.

8-7 Vehicles / Equipment / Parts Failing to Meet Specifications

A. NASCAR may confiscate any Race Equipment, without obligation for payment or reimbursement, which fails to meet applicable NASCAR specifications during an Event or that is used or altered in violation of the NASCAR Rules, in NASCAR's sole discretion.

B. If NASCAR determines that any Race Equipment used by a Competitor does not meet NASCAR specifications or is used or altered in violation of the NASCAR Rules, NASCAR may:

1. Declare the vehicle and/or Race Equipment ineligible for the Event;
2. Disallow the Competitor's Qualifying times;
3. Disallow the Competitor's Practice times;
4. Withdraw the Competitor's opportunity to qualify for the Event;
5. Loss of finishing position;
6. Disqualification of the Competitor(s) from the Event, and/or
7. Make such other determinations as may be appropriate in the interest of competition.

C. The above actions are in addition to all remedies available to NASCAR under Section 12 Violations and Disciplinary Action, will not be deemed or construed to be a penalty within the meaning of Section 12 Violations and Disciplinary Action and is not appealable under that Section.

8-8 Competitive Analysis

A. NASCAR may determine, in the interest of competition that it is necessary or appropriate to conduct an analysis of the performance capabilities of Race Equipment.

B. The Competitor shall take whatever steps are requested by NASCAR for this purpose.

C. NASCAR also may seal or impound Race Equipment for this purpose.

D. NASCAR is not responsible for payment, reimbursement, damage or loss to the Competitor as a result of such analysis, sealing or impounding.

E. If, in the judgment of NASCAR, any Race Equipment has been altered or modified or any action(s) or procedure(s) were conducted to compromise the results of the competitive analysis, NASCAR may assess penalties pursuant to Section 12 Violations and Disciplinary Action.

F. If, in the judgment of NASCAR, any action(s) or procedure(s) were conducted with the intent to alter or compromise the results of the competitive analysis, NASCAR may assess penalties pursuant to Section 12 Violations and Disciplinary Action.

8-9 Finality of Inspection / Eligibility Decisions

Inspection and/or eligibility decisions, including any decision regarding a Competitor's compliance with equipment-related procedures set forth in the NASCAR Rules, are final, non-appealable and non-reviewable except as provided in sub-section 1-5 Finality of Interpretation and Application.

8-10 Penalties

In addition to making the inspection and/or eligibility decisions described in this Section, NASCAR may issue a Penalty Notice for any violation of the NASCAR Rules in accordance with the procedures in Section 12 Violations and Disciplinary Action.

8-11 Certification

A. NASCAR, in its sole discretion, may require a Competitor to submit Race Equipment to NASCAR before being permitted for use in an Event, for the purposes of permitting NASCAR to certify that it is in compliance with the NASCAR Rules.

B. Once Race Equipment has been certified by NASCAR as being in compliance with the NASCAR Rules, it must not be altered, modified, repaired or changed in any manner without prior written notification to and approval by NASCAR. If NASCAR determines, in its sole discretion, that previously certified Race Equipment may have been altered, modified, repaired or changed in any manner, NASCAR may require the Race Equipment be submitted to NASCAR for re-certification before further use in an Event.

C. After the Race Equipment has been certified and/or encrypted, NASCAR certification verification(s) may be installed on the Race Equipment. It is the responsibility of the team(s) to maintain the original integrity of the encryption and NASCAR certification verification(s).

SECTION 9 - EVENT PROCEDURE

9-1 Event Procedure Defined

A. Event Procedure is the manner in which an Event and all associated activities are conducted. Event Procedure includes, but is not limited to:

1. Inspection determinations regarding the eligibility of vehicles for competition;
2. Determinations regarding the eligibility of a driver(s) for competition;
3. A Team/Competitor's compliance with competition-related procedures as set forth in the NASCAR Rules;
4. Practice procedures;
5. Qualifying procedures;
6. Race starting position determination;
7. Line-up of vehicles;
8. Start of the Qualifying or Race;

9. Control of vehicles throughout the Event by flags, lights or other direct communication between NASCAR and Team/Competitors;
10. Election to stop or delay an Event;
11. Control of pit activity;
12. Use of flags;
13. Positioning of vehicles during the Event;
14. Addition, subtraction of lap(s);
15. Assessment of lap and time penalties;
16. Completion of Qualifying session or Race.

B. Event Procedure does not include the assessment of penalties pursuant to Section 12 Violations and Disciplinary Action (disqualification, suspension, point deduction or fine), but it does include assessment of lap and/or time penalties and similar actions taken by NASCAR during a Race or immediately after a Race as provided in this Section.

C. The rules in this Section provide the framework for NASCAR to implement Event Procedures.

D. In addition to interpreting and applying these rules, NASCAR Officials are authorized to make such other determinations or take such other action as they determine to be necessary to promote the best interests of NASCAR racing, including but not limited to fairness and prompt finality of competition results.

9-2 Finality of Event Procedure Decisions

A. All decisions by NASCAR Officials at the track involving Event procedures are final and non-appealable, subject only to review by NASCAR Supervisory Official(s) if one or more such Officials determine that extraordinary circumstances exist that require such review. In making such a determination, the interest of finality in competition results will be a principal consideration.

B. NASCAR Supervisory Officials will not review any Event Procedure decision unless it has been brought to their attention by an affected Competitor within 20 minutes after the posting by NASCAR of the results of the Practice, Qualifying session(s) or Race at which the Event Procedure decision was first made.

C. If a NASCAR Supervisory Official determines that the Event Procedure decision should be reviewed, and that the decision was in error, the Supervisory Official(s) may take whatever action deemed appropriate to initiate a remedy to further the interests of fairness and finality in competition results. Such action includes, but is not limited to:

1. Revising Practice results;
2. Revising Qualifying results;
3. Revising the final Race results;
4. Awarding or subtracting finishing position(s);
5. Awarding or subtracting point(s) ;
6. Imposing penalties (disqualifications, suspensions or fines).

D. The Supervisory Official(s) may alternatively elect not to take remedial action. All such decisions are final and non-appealable (except the imposition of a penalty, as provided in Section 12 Violations and Disciplinary Action).

9-3 Official Starter

The Official Starter will be designated by NASCAR Officials.

9-4 Crew Chief & Driver Responsibilities

9-4.1 Crew Chief Responsibilities

A. The Car Owner must designate, on the Official Entry Blank Coupon, the crew chief for the Event. The crew chief shall be the sole spokesperson for the driver, Car Owner, crew members and others assigned to the racing team in any and all matters pertaining to the Event (other than proceedings pursuant to Sections 12 Violations and Disciplinary Action, 14 Appeals to the National Motorsports Appeals Panel and 15 Final Appeals Officer of the Rule Book).

B. The crew chief is responsible for the personnel that are permitted in the vehicle servicing area (over the wall). Crew members must be properly licensed, credentialed and equipped/attired during racing conditions.

C. The crew chief or designated crew member (assigned by the crew chief) in the pit box/pit service area should monitor NASCAR Race Control and effectively communicate NASCAR directives to their team. The directive(s) may include assessment of a Race penalty (lap(s) or time) or positioning of the vehicle.

D. At all Events, the crew chief assumes responsibility for the following:

1. Actions of his/her driver, Car Owner and team members and may be subject to disciplinary action as a result.
2. Ensuring that crew members maintain, wear, and properly use protective clothing and equipment in accordance with Section 17 Personal Safety Equipment.
3. Assigning and directing the activities of all crew members and others assigned to the team who enter the vehicle servicing area of pit road, and for spotter(s), for ensuring that they report to their designated area at the appropriate times.

4. Prompt return of all NASCAR-assigned electronic equipment to the designated location(s) at the completion of the Event.
5. Proper disposal of all engine fluid(s), lubricants, solvents and fuel in accordance with track rules and procedures and all other applicable federal, state and local laws and regulations.
6. The Crew Chief will be the only team representative authorized to withdraw a vehicle from the Event.

E. Any crew chief that is not present to answer the second roll call at the driver/crew chief meeting may be penalized.

F. Unpaid fines for the Car Owner, driver, crew chief, crew member(s), and others assigned to the racing team may be collected by NASCAR by deducting same from the purse or point fund earnings of the driver or Car Owner.

9-4.2 Driver Responsibilities

A. It is the responsibility of the driver, not NASCAR, to ensure that he/she maintains, wears and properly uses protective clothing and equipment during Competition in accordance Section 17 Personal Safety Equipment.

B. Drivers must be on time to compete in Qualifying and the Race for which they are scheduled.

C. Any driver or vehicle 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(s) or racing activities, or left out of the remainder of the day's Qualifying session(s) or racing activities, at the discretion of the Series Director.

D. Any driver(s) that is not present to answer the second roll call at the driver and/or crew chief meeting(s) may be penalized by starting the Race with a "Tail of the Field" penalty.

E. Any driver(s) that is not present at the pre-race driver introductions may be penalized.

F. Subject to the other provisions in the NASCAR Rules, any eligible vehicle may be driven in any Event by an eligible driver.

G. The Race winning driver must present the vehicle to Victory Lane after the completion of the race in a timely manner. NASCAR Officials will determine what constitutes a timely manner. The driver and team must follow all directives from NASCAR with regards to Victory Lane.

H. The winning driver must remain with the Media Coordinator for post-race interviews upon the conclusion of Victory Lane ceremonies unless otherwise authorized by NASCAR.

I. The second and third place drivers must remain with the Media Coordinator for post-race interviews upon the conclusion of the Race unless otherwise authorized by NASCAR.

9-4.2.1 On-Track Incident Procedure

A. During an Event, if a vehicle sustains damage from an accident or contact of any kind and/or is stopped on or near the racing surface and unable to continue to make forward progress, unless extenuating emergency conditions exist with the race vehicle (e.g. fire, smoke in the cockpit, etc.) the driver should take the following steps:

1. Shut off electrical power and, if driver is uninjured, lower driver's window net.
2. Do not loosen, disconnect or remove any driver personal safety equipment until directed to do so by safety personnel or a NASCAR Official.
3. After being directed to exit the vehicle, the driver must immediately proceed to either the ambulance, other vehicle or as otherwise directed by safety personnel or a NASCAR Official.
4. At no time should a driver or crew member(s) approach any portion of the racing surface or apron.
5. At no time should a driver or crew member(s) approach another moving vehicle.

B. All vehicles not involved in the incident or that are able to continue afterwards should slow down to a cautious speed as outlined in sub-section 10-2.3 (Yellow Flag / Caution Lights), use extreme care as they approach an incident scene, and follow any directions given by safety personnel or NASCAR Officials.

C. Vehicles in line behind safety vehicle should not weave or otherwise stray from the line in the vicinity of the incident.

9-4.3 Driver Changes

A. Change of the driver at any time must not be made without advance notification to and approval by the Series Director.

B. If a driver change is made before the start of a Race, the vehicle must relinquish its starting position and start at the "Tail of the Field". Driver points will be awarded only to the starting driver.

C. When a driver change is made during a Race in order for the initial driver to receive points, the initial driver must start the Race. Otherwise, the points will be awarded to the relief driver.

D. Driver changes will not be permitted from the start of pace lap(s) until after the vehicle completes its first scored lap.

E. In any condition other than when a Race is halted due to a red flag, a driver change must be made in the vehicle's assigned work service area, on pit road or garage area only.

F. If a driver change is made while the red flag is displayed, the location and the other circumstances of the change must be approved by the Series Director.

G. If a driver change is made while the red flag is displayed, the vehicle must relinquish its position and move to the "Tail of the Field" when the Race is resumed and remain there until a green flag restart.

9-4.4 Rookie Driver Responsibility

A. The Series Director shall be the sole judge of whether an individual is a rookie, based on the individual's prior racing experience, including but not limited to, the individual's racing experience at the Event facility and in the Series for which the Event is a part.

B. A rookie driver may not compete in an Event, whether in Practice, Qualifying or at the start of the Race, or as a relief driver in the Race, unless authorized by the Series Director.

C. A rookie driver must participate in the mandatory meeting for the Event, as listed on the Official Entry Blank. Failure to participate may subject the rookie driver to a penalty.

D. A vehicle's eligibility to compete in the Event will be at the discretion of the Series Director.

9-5 Starting Position Determination

A. A driver may not attempt to qualify more than one (1) vehicle in a single Qualifying session or Qualifying Race.

B. A vehicle may only make one (1) qualifying attempt per Qualifying session unless otherwise authorized by the Series Director.

C. A driver may only qualify one (1) vehicle for an Event.

D. The fastest single lap time posted to each vehicle, will determine its starting position as set forth in this sub-section 9-5.

E. When two (2) or more vehicles have the same Qualifying times, the starting position for those vehicles in the Event shall be determined by the current calendar year NASCAR Championship Car Owner point standings in the Series for which the Event is a part. For purposes of the foregoing sentence, the previous calendar year's final Car Owner point standings shall be used until the completion of the third Championship Event. If point standings do not prevail, then the driver setting the duplicate time first would start in front of the other.

F. At selected NASCAR Whelen Modified Tour Events, unless otherwise directed by NASCAR, the fastest qualifier will draw to determine redraw for the starting positions as determined on the Official Entry Blank for the Event.

G. In postponed Events where re-Qualifying is specified, only the Qualifying times established in re-Qualifying will be certified as NASCAR records.

H. The procedure for the Qualifying session(s) will be established by NASCAR Officials and will be part of the Official Entry Blank for the Event. Any changes to the procedures will be announced and/or posted to the drivers and/or crew chiefs before the Qualifying session(s).

I. When Group Qualifying sessions are part of the procedure to set the starting field for the Event, the Series Director will make the determination of number of groups, number of vehicles in each group and set the time for each group during the Qualifying session.

J. During the group Qualifying sessions, any Competitor that impedes or interferes with another Competitor's Qualifying attempt, or otherwise engages in any unsafe act while on the racing surface (including pit road) during a Qualifying attempt, may be subject to disciplinary action by NASCAR in order to protect the safety and integrity of the Qualifying procedures. Such action by NASCAR may include but is not limited to disallowing such Competitor's posted Qualifying time and/or removing the vehicle from any additional Qualifying attempts.

9-5.1 Starting Position Determination / Eligibility – Adverse Conditions

A. If the Qualifying session(s) are not completed due to weather or other adverse circumstances, all available starting positions will first be assigned to those Car Owners who have entered in the Event using the following sequence of procedures, provided the entered vehicle has passed inspection and the driver is approved for the Event.

B. Times posted in the Qualifying session will not be used in determining the starting positions unless the entire final round of Qualifying is completed.

C. All available starting positions will be assigned, including those starting positions previously designated as Car Owner and past Champion driver provisional starting positions on the Official Entry Blank.

D. The Series Director will determine the driver of record for each vehicle.

E. Positions will first be assigned to the highest 20 vehicles in the current calendar year Car Owner Championship point standings entered in the NASCAR Whelen Modified Tour. For purposes of the foregoing sentence, the previous calendar year's

final Championship Car Owner point standings shall be used until the completion of the third Championship Event of the current season for each Series, of the current calendar year. In case of ties, ties will be broken as set forth in sub-section 17.8.1.

F. If applicable, the next available position will be assigned to the reigning Champion driver in the NASCAR Whelen Modified Tour, if he/she has not already been assigned a position, provided that driver was entered in that vehicle for the Event.

G. If applicable, the next available position will be assigned to the reigning Champion Car Owner in the NASCAR Whelen Modified Tour, if he/she has not already been assigned a position, provided that Car Owner has entered that vehicle for the Event.

H. The next available position(s), if any, will be assigned to any Car Owners who have entered in the Event and have won at least one (1) Championship Race, with the vehicle licensed by the Car Owner, in the NASCAR Whelen Modified Tour during the current calendar year or previous calendar year, if they have not already been assigned a position. In case of ties, ties will be broken by current calendar year Championship Car Owner point standings as set forth in sub-section 17-8.1.

I. The next available position(s), if any, will be assigned to any driver(s) who have entered in the Event and have won at least one (1) Championship Race in the NASCAR Whelen Modified Tour during the current calendar year or previous calendar year, if they have not already been assigned a position. In case of ties, ties will be broken by current calendar year Championship Car Owner point standings as set forth in sub-section 17.8.1.

J. The next available position(s), if any, will be assigned to any Car Owner(s) who has a past Champion driver, who is eligible per the Official Entry Blank, and who participated in the NASCAR Whelen Modified Tour, as a driver in the previous calendar year, provided that driver was entered in that vehicle for the Event and provided the eligible Car Owner's vehicle added to the starting lineup is the vehicle which was used in the official Qualifying attempt, unless as determined by NASCAR, it is not repairable. In the event of more than one (1) Champion, positions will be assigned in descending order starting with the most recent Series Champion.

K. For the first three (3) Championship Events of the season, the next available position(s), if any will be assigned in order to the highest 30 vehicles of the current calendar year Championship Car Owner point standings in the NASCAR Whelen Modified Tour, provided the vehicle was entered in the Event.

L. The next available position(s), if any, will be assigned to the Car Owner(s) who have made the greatest number of Qualifying attempts during the current calendar year, with the vehicle licensed by the Car Owner during the current calendar year, in the NASCAR Whelen Modified Tour, provided the vehicle was entered in the Event. Current calendar year Car Owner point standings in the NASACR Whelen Modified Tour shall prevail. In case of ties, ties will be broken by current calendar year Championship Car Owner point standings as set forth in sub-section 17.8.1.

M. For the first Championship Event of the season when current calendar year Qualifying attempts are not applicable, the next available position(s), if any, will be assigned in order to the highest available vehicle(s) of the previous calendar year's attempts, provided the vehicle was entered in the Event.

N. The next available position(s), if any, will be assigned to the vehicle(s) in the order (1, 2, 3...etc.) in which their number was selected during the random qualifying draw for the Event, provided the vehicle was entered in the Event.

O. The next available position(s), if any, may be assigned by the Series Director, in his/her sole discretion, to any Car Owner who did not enter the vehicle but is otherwise eligible and elects to compete in the Event, in the following order:

1. Remaining starting position(s), if any, will be assigned to NASCAR-approved Car Owners who have made the most number of Qualifying attempts, during the current calendar year, with the vehicle licensed by the Car Owner(s) during the current calendar year, in the NASCAR Whelen Modified Tour. In case of ties, ties will be broken by current calendar year Championship Car Owner point standings in the Series for which the Event is a part, as set forth in sub-section 17.8.1.
2. If any starting position(s) remain, they will be assigned to vehicle(s) in the order in which their number was selected during the random Qualifying draw for the Event.

P. Additional starting position(s) will not be assigned, except at the discretion of the Series Director.

9-6 Race Start

9-6.1 Backup Vehicle

A. Once Qualifying has begun (whether completed or not), or the starting field has been determined, if a back-up vehicle is used, the vehicle must start the Race at the "Tail of the Field".

B. If Qualifying is not completed due to weather or other adverse circumstances, and a back-up vehicle was authorized prior to the starting field being determined, the Series Director will make the determination whether a backup vehicle has had adequate practice to remain eligible for its assigned starting position.

C. If the determination is made that the vehicle is not eligible for its assigned starting position, the vehicle will start at the "Tail of the Field".

9-6.2 Starting Position

A. All vehicles 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 the Series Director.

B. Any vehicle in the starting line-up and on the starting grid will be permitted to enter the Race at any time after the pace laps start.

C. At Events where the vehicles are impounded by NASCAR after the starting line-up is determined, teams will not be permitted to make any repairs, adjustments, add fuel, changes of vehicle parts and/or components before the affected vehicle receives the green flag on the race track, unless otherwise authorized by the Series Director.

D. If the Series Director begins a Race under green/yellow flag conditions, teams will not be permitted to make any repairs, adjustments, add fuel, changes of vehicle parts and/or components until the yellow flag is withdrawn. Failure to comply with this rule may result in a penalty at the discretion of the Series Director.

E. If a vehicle is able to enter the Race after the starting flag is displayed, NASCAR must be advised to ensure proper scoring of the vehicle.

F. Unless otherwise directed by NASCAR, the vehicle awarded the pole position will be given the choice of starting on the inside (pole) or taking the outside position in the front row. The decision must be made before crossing the start/finish line while receiving the "one to go" signal. The vehicle awarded the pole position will be used as the control car for the start of the Race.

G. Once the field of vehicles are lined up and the starter signals the drivers to be ready, the number of pace laps may be set at the discretion of NASCAR. During the pace laps, if a vehicle does not maintain its designated position in the starting field, NASCAR may reposition the car at their discretion.

H. If a vehicle retires during the pace laps or before completing the first official lap, and thereafter fails to return to the Race, its finishing position will be determined by its starting position in relation to other vehicles that do not complete the first official lap.

I. If a vehicle does not leave the Race starting grid and thereafter fails to return to the Race, the vehicle's finishing position will be behind those vehicles that depart the Race starting grid and will be determined by its starting position in relation to the other vehicles that do not leave the Race starting grid.

J. Scoring and the required Race distance begin when the leader crosses the start/finish line after the starting flag is displayed.

K. NASCAR, at its discretion, may use a predetermined competition caution period(s) that will be made known to all Competitors.

L. The addition of fuel will not be permitted prior to the respective competition caution period(s). Doing so will result in a minimum of a one (1) lap penalty.

9-6.3 Addition of Fuel

A. The addition of fuel will not be permitted from the time the engines are started until after the affected vehicle receives the green flag on the race track.

B. If the Series Director begins a Race under green/yellow flag conditions, the addition of fuel will not be permitted until the yellow flag is withdrawn, doing so will result in a minimum of a one (1) lap penalty.

C. At Events, where the addition of fuel will not be permitted except at designated times during the Event, the designated times will be provided on the Crew Chief Handout, the Crew Chief Handout can be obtained at the Driver & Crew Chief Meeting.

9-7 Race Halt / Caution Period

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

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

C. Upon resuming the Race, following a Race halt and/or during a caution period, all subsequent laps will be scored.

9-8 Restart - Before One (1) Lap Completion

When the red flag is displayed and the 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 vehicle(s) that is not able to return to its position at the time of the restart. NASCAR will determine the new starting position(s) for such vehicle(s) that are unable to return at the rear of the field.

9-9 Restart - After One (1) Lap Completion

When the red flag is displayed and the Race is stopped after the completion of at least one (1) scored lap, vehicles 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 vehicles will be scored as described in sub-section 9-14 Official Completion.

9-9.1 Double File Restart Order (Double File – Touring Style)

- A. Restart procedures will be made known at the Pre-Race drivers meeting.
- B. When the starter gives the “one (1) lap to go” signal, unless otherwise directed by NASCAR Officials, vehicles will line up in columns of two (2) for all restarts in the following “Double File – Touring Style” format after they cross the start/finish line.
 1. The Race leader will have column/lane selection for each restart and is the control vehicle for the restart.
 2. The third-place vehicle, in scored order, must line up on the inside column/lane of the second row as designated in the Pre-Race drivers meeting.
 3. All remaining lead lap vehicles must line up in their respective track position.
 4. All lapped vehicles must line up in their respective track position, behind the last vehicle on the lead lap.
 5. The vehicle awarded the “Free Pass” at the time of the last completed green flag lap must line up behind the last lapped down vehicle in the running order.
 6. “Wave Around” vehicle(s) must line up behind the “Free Pass” vehicle and maintain their respective track position.
 7. Vehicle(s) that have been issued a race procedure penalty must line up at the “Tail of the Field” in their respective track position.
 8. Once the leader receives the “one to go” signal at the start/finish line, all vehicles exiting pit road will restart at the rear of the field, unless otherwise directed by NASCAR Officials.
 9. Vehicle(s) electing to lay over to the inside column, must allow all vehicles to pass on the outside, and then double-up at the “Tail of the Field” in their respective track position.
- C. All vehicles 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.

9-10 Adverse Circumstances

- A. 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.
- B. Unless otherwise determined by NASCAR, the rescheduled Event 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.

9-11 Lap or Time Penalties

- A. A lap or time penalty is the act during a Race of detaining a vehicle and its driver for a specified amount of time or number of lap(s), whichever is appropriate as determined by NASCAR Officials.
- B. A lap or time penalty is not a “penalty” within the meaning of Section 12 Violations and Disciplinary Action and is not appealable under that Section.
- C. A lap or time penalty may be imposed when the Competitor has violated the NASCAR Rules.

Types of Lap or Time Penalties Defined

1. Tail of the Field Penalty – When the “one to go” signal is given by the starter all vehicles that are under a “tail of the field” penalty will move to the inside of the two (2) columns of vehicles and reposition to the tail of the field. Once the vehicle is positioned at the “Tail of the Field”, the vehicle may pass other vehicles that elect to yield.
2. Pass-Through Penalty – The vehicle under penalty will enter pit road and drive the entire length of pit road without stopping. If the vehicle exceeds pit road speed while performing a pass-through penalty, additional penalties may be assessed at NASCAR’s discretion.
3. Stop and Go Penalty – The vehicle must enter pit road and make a mandatory stop in its designated pit. A NASCAR Official may stand in the pit of the vehicle under penalty with their hand up. The only service permitted to the vehicle under a stop and go penalty is to retrieve the removed equipment from the prior pit stop. Once the vehicle comes to a complete stop the NASCAR Official will release the vehicle with a waving hand motion towards the exit of pit road.
4. One-Lap Penalty - Under green flag conditions, the vehicle under penalty must enter pit road and make a mandatory stop in its designated pit. Crew members may not perform any service (including fueling) or work on the vehicle while it is serving a one-lap penalty. A NASCAR Official will stand at the front of the vehicle under penalty. The Official will note the group of vehicles that is passing now on the race track and will release the vehicle from its pit when the group of vehicles returns and are in the NASCAR Official’s field of vision.
Under Yellow flag conditions, the vehicle must enter pit road and make a mandatory stop in its designated pit. Crew members may not perform any service (including fueling) or work on the vehicle while it is serving a one-lap penalty. A NASCAR Official may stand at the front of the vehicle under penalty. Once the caution vehicle and the continuous

line of vehicles on the race track pass, the NASCAR Official will then release the vehicle from its pit. This vehicle will be required to restart at the "Tail of the Field", on the one to go lap.

5. Additional Violation(s) Incurred – If a vehicle exceeded pit road speed or incurred an additional violation(s) while serving the original penalty, under this circumstance NASCAR may, in its discretion, issue subsequent penalties to the vehicle.

In-Race Violations

A lap or time penalty may be imposed when the Competitor has violated a directive from a NASCAR Official, or a known pit road or Race procedure including but not limited to the following:

1. Intentionally causing or attempting to cause a caution period;
2. Reckless driving;
3. Passing the caution vehicle;
4. Going above the pre-established blend line when exiting pit road;
5. Passing prior to the start/finish line on the initial start;
6. Restart violation;
7. Passing after turn three on the "one to go" lap;
8. Verbal abuse of, or inappropriate gestures to NASCAR Officials;
9. Safety Violations.

Road Course Events/Additional In-Race Violations

A. In the judgement of NASCAR, short cutting the course may result in a "pass-through" penalty. If, in the closing laps of the Race, the "pass-through" penalty has not been assessed, a 30 second time penalty will be added to the vehicle's total time by scoring. The scoring results will be adjusted before the posting of the Race results.

B. Additional In-Race penalties may be assessed during an Event. The additional In-Race Violations and penalties will be made known to Competitors during the pre-race driver/crew chief meeting.

Post-Race Violations

A Competitor shall not receive a lap or time penalty after the completion of the Race unless in the closing laps of the Race, a Competitor violates:

1. The NASCAR Rules;
2. A directive from NASCAR, or a known Race or pit road procedure, and there are not enough laps or time remaining in the Race for the NASCAR Officials to impose a lap or time penalty.

If a post-Race lap or time penalty is imposed, a scoring correction reflecting the penalty will be permitted prior to the posting of official Race results.

9-12 Parking

A NASCAR Supervisory Official may direct a Competitor to cease competition, to leave the racing premises, or to bring the vehicle to the pit road and/or garage area for a specified number of lap(s) and/or a specified time penalty, for the balance of Practice, Qualifying, the Race or future NASCAR Races, if it is necessary to do so in order to promote the orderly conduct of the NASCAR Event(s). Such a directive will be given only in extraordinary circumstances, as determined by the NASCAR Supervisory Official(s). It will not be deemed or construed to be a disqualification, suspension or other "penalty" within the meaning of Section 12 Violations and Disciplinary Action and is not appealable under that Section.

9-13 Race Start / Finish Line

A. The start/finish line extends from the grandstand (outside) retaining wall to the pit service (inside) wall or a designated point in the infield.

B. Unless otherwise authorized by the Chief Scorer, the vertical plane at the leading edge of the start/finish line is the scoring point for the vehicle.

C. A vehicle is accredited a completed lap when the furthestmost forward component of the vehicle intersects the vertical plane at the leading edge of the start/finish line, as determined by the Chief Scorer.

D. Any vehicle driven by its driver between the grandstand (outside) retaining wall to the pit service (inside) wall or the designated point in the infield, while crossing the start/finish line, may legally be scored, receive the green, yellow, black, black with white cross, white, or the checkered flags.

9-14 Official Completion

A. All Races will be run until the leader has completed the required Race distance, which means the advertised distance in the Official Entry Blank, except as described in sub-section 9-14.1 and 9-14.2.

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

C. In the event two or more vehicles have the same finishing position (tie) and the tie cannot be broken by any practical means reasonably available to NASCAR, the tie will be broken as follows:

1. By awarding the higher finishing position to the vehicle that led the greatest number of laps in the Race in which the tie occurred.

2. If a tie still exists after that, the greatest number of laps completed in second place, third place, etc. will be used in the same manner, until the tie is broken.
3. If the tie is not resolved by the above, the vehicle scoring the highest position on any lap during the Race will prevail, or in the case where the highest position scored between the tied vehicles is the same, the vehicle scoring the highest position at the earliest point in the Race will prevail.

9-14.1 Required Race Distance is Greater Than Advertised Distance (NASCAR Overtime)

A. When the Race is under caution during the closing laps, the Race distance may be extended beyond the advertised distance into NASCAR Overtime.

B. NASCAR Overtime will be in effect under the following two circumstances:

1. When a caution period is continued into the lap preceding the scheduled white flag lap of the advertised distance of the Race.
2. If the caution lights are illuminated and/or yellow flag is displayed prior to the leader crossing the start/finish line before receiving the scheduled white flag in the advertised distance of the Race.

NASCAR Overtime will not come into effect, if the leader has already crossed the start/finish line receiving the white flag.

C. A Race that is extended and restarted in NASCAR Overtime will consist of one or more restart attempt(s) and requires the leader's vehicle to break the vertical plane of the leading edge of the start/finish line under green flag conditions on the first lap of the attempt. A restart attempt will consist of a green flag lap, a white flag lap and a checkered flag finish.

D. If the caution lights are illuminated and/or the yellow flag is displayed before the leader's vehicle breaks the vertical plane of the leading edge of the start/finish line, the Overtime attempt will not be official and subsequent attempt(s) will be made until an official attempt occurs (i.e. the leader's vehicle breaks the vertical plane of the leading edge of the start/finish line under a green flag condition).

E. If the caution lights are illuminated and/or the yellow flag is displayed after the leader's vehicle breaks the vertical plane of the leading edge of the start/finish line, it will be an official attempt and the Race will not be restarted and will conclude under caution. All additional laps, if any, will be counted and scored.

F. If a caution period occurs after the leader's vehicle breaks the vertical plane of the leading edge of the start/finish line during the restart attempt, Section 9.14.3 Freezing the Field – Caution After White Flag is Displayed Procedure will determine finishing positions for the Race.

9-14.2 Required Race Distance is Less than Advertised Distance

If, when the halfway distance has been reached or surpassed by the leader, NASCAR determines in its sole discretion that unforeseen circumstances 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. The finishing positions will be determined as they would have held if the Race had been restarted.

9.14.3 Freezing the Field – Caution After White Flag is Displayed Procedure

A. Once the leader has received the white flag at the Start/Finish line and then the caution lights are illuminated and/or yellow flag is displayed the field is frozen in the vehicles respective track position, providing the vehicles return to the Start/Finish line to complete their lap without assistance while maintaining a reasonable speed considering the track conditions.

B. Vehicle(s) are not permitted to pass and must maintain their position in relation to other vehicles doing the same.

C. Reasonable speed and track conditions are a NASCAR judgment determination.

D. NASCAR will use any available data or resources to determine the respective track position of each vehicle at the time the caution period began on the white flag lap. Starting with the following:

1. Order of each vehicle(s) last completed green flag lap;
2. Undisputed video position in the judgment of NASCAR Timing & Scoring.

E. Those vehicle(s) involved in the accident in the judgment of NASCAR Officials will be repositioned by NASCAR Timing & Scoring using the following guidelines:

1. Vehicles that return from their involvement in the accident un-assisted, returning to the Start/Finish line once they re-establish a reasonable speed for the conditions;
2. Vehicle(s) that do not complete the lap;
3. Vehicles are not permitted to continue the lap, when the red flag is displayed.

9-15 Pit Procedures During the Race

A. Drivers or vehicles may receive pit stop service only when they are in their assigned pit box, and/or the garage area or at NASCAR's discretion.

B. If in the judgment of NASCAR Officials an infraction of a pit road procedure is insubstantial or inconclusive as not to warrant a penalty, the NASCAR Officials will advise the crew chief of the infraction and may elect not to assess a penalty. As set forth in sub-section 9-11 Lap or Time Penalties, lap or time penalties may be assessed for any violation of the NASCAR Rules, including without limitation the foregoing pit procedure rules and as set forth on the pit road procedure card.

C. When following the caution vehicle during a caution period, drivers must maintain their position in relation to other vehicles in the field or as otherwise directed by NASCAR Officials and will not be permitted to pass other vehicles or the caution vehicle when preparing to enter pit road.

9-15.1 Pit Road

A. A designated commitment line may be used at all Events to determine the entrance of pit road. If used, the commitment line must be crossed to enter pit road and once a vehicle has crossed the commitment line, that vehicle must not return to the race track until the exit of pit road. If used, the location of the commitment line will be made known to all Competitors in the Pre-Race driver/crew chief meeting.

B. Vehicles must enter the pit road in a single file line.

C. After a vehicle commits to their assigned pit box the vehicle behind may pass to the outside.

D. A vehicle will not be permitted to drive through more than three (3) pit boxes entering or exiting their assigned pit box.

E. Vehicles may not be pushed past the NASCAR Official at the end of the pit road.

F. Unless otherwise authorized, once the Race is underway, vehicles may be started by hand pushing in the pit area only, but under no circumstances is any vehicle to be hand pushed more than three (3) pit boxes away from their assigned pit box or into the acceleration zone or onto the race track from the pit area.

G. Vehicles returning to the race track from pit road during a caution period must wait for the end of the continuous line of vehicles behind the caution vehicle, unless otherwise directed by NASCAR Officials.

H. The deceleration zone before the pit road entrance and the acceleration zone after the pit road exit are not part of the pits and work must not be performed on vehicles in these areas. The proper procedures for usage of the deceleration and acceleration zones will be made known to all Competitors in the Pre-Race driver/crew chief meeting.

9-15.2 Pit Road Speed

A. Vehicles must not exceed the pit road speed limit determined by NASCAR for each Event. The pit road speed limit will be made known to all Competitors in the Pre-Race driver/crew chief meeting.

B. Vehicles entering pit road must be single file and maintain the pit road speed the entire length of pit road.

C. Pit road speed for the Event and where pit road speed begins, and ends will be made known to all Competitors in the Pre-Race driver/crew chief meeting.

D. After pitting, vehicle(s) will be permitted to re-establish the posted pit road speed limit.

E. When forced onto pit road while avoiding an accident on the race track, reduce your speed the entire length of pit road.

F. Vehicle(s) are not permitted to speed to prevent the loss of a lap at the start/finish line or at pit road exit.

9-15.3 Pit Box / Pit Service Area

A. It is the responsibility of each driver to position his/her vehicle within the assigned pit box or pit service area.

B. When the pit road has defined pit boxes with lines, each vehicle must be within the designated lines of its assigned pit box to be considered "in the box."

C. Unless otherwise authorized by NASCAR, a vehicle is considered "outside the box" if any of the following occur:

1. The outside front tire of the vehicle is on or over the outside line of the pit box;
2. If any part of the vehicle is visibly on top of or over the front line of the pit box;
3. The inside rear tire is on or outside the outside line of the pit box;
4. The rear tire(s) is on or rearward of the back line of the pit box.

9-15.4 Crew Members

A. It is the responsibility of the crew members, not NASCAR, to ensure that he / she maintains, wears and properly uses protective clothing and equipment during racing conditions in accordance with Section 17 Personal Safety Equipment.

B. The only personnel that are permitted in the pit box or pit service area (over the wall) will be those who are properly licensed, credentialed and equipped/attired during racing conditions.

C. Crew members must not go on the race track for any reason while the vehicles are racing or while the vehicles are running under the yellow flag or the red flag, unless directed to do so by a NASCAR Official.

D. It is the responsibility of the crew chief to prevent all crew members from servicing the vehicle, until the vehicle is within its assigned pit box or pit service area.

E. A crew member's foot must not touch the pit road surface before the vehicle is one (1) full pit box or pit service area away from its assigned pit box or pit service area or equivalent distance.

F. Only five (5) pit crew members will be permitted in the pit box or pit service area unless otherwise authorized by NASCAR Officials. Once a pit crew member steps into the pit box or pit service area, the crew member becomes one (1) of the five (5) designated crew members for the remainder of the pit stop.

G. Once a crew member has stepped into the pit box or pit service area during a routine pit stop (a routine pit stop is a normal pit stop in the assigned pit box or pit service area for fuel and/or tires and/or minor adjustments), if the crew member returns to the equipment side, the crew member may not be replaced by another crew member, and the crew member may not re-enter the pit box or pit service area again for the remainder of that pit stop.

H. Crew members must remove tire(s)/wheel(s) from the outside half of the pit box or pit service area in a manner acceptable to NASCAR Officials before the vehicle exits its assigned pit box or pit service area.

I. Must not allow a tire(s)/wheel(s) to cross the center of pit road at any time.

J. Any crew member interfering with another crew's pit stop, causing the other team to incur a penalty or not, may incur a penalty.

9-15.5 Fueler / Catch Can

A. It is the responsibility of the Fueler and Fuel Handler, not NASCAR, to ensure that he/she maintains, wears and properly uses protective clothing and equipment during racing conditions in accordance with Section 17 Personal Safety Equipment.

B. Only one Fueler with one fuel can is permitted. If the pit road has a work service wall the Fueler will be permitted to step into his/her assigned pit box or pit service area as his/her vehicle approaches the pit box or pit service area. The Fueler should position himself/herself as close as possible to the work service wall and remain there until the vehicle is within the pit box or pit service area.

C. The Fueler must be in control of the fuel can at all times when fuel is being added to the vehicle.

D. The Fueler will not be permitted to perform any adjustments or other pit stop procedures while the fuel can coupler is engaged with the vehicle-mounted adapter.

E. When refueling, one (1) of the crew members must catch any overflowing fuel into a NASCAR-approved overflow container coated red, unless a closed loop system is used. The fuel overflow crew member must be in position to catch any overflowing fuel and be in contact with the overflow container at all times when fuel is being added to the vehicle.

F. Fuel filler cans, overflow containers or any other equipment must not be tossed/thrown at any time.

G. Unless otherwise authorized by the Series Director, the changing of a tire(s)/wheel(s) and the addition of fuel will not be permitted during the same pit stop.

9-15.6 Damage Repair

A. Crew members must not service or repair a wrecked or damaged vehicle until the vehicle has been removed from the race track.

B. All major vehicle repairs, including suspension parts, components and front springs, as determined by NASCAR Officials, must be performed behind the pit service wall or in the garage area.

C. After repairs have been completed by the crew, the vehicle is subject to visual or other inspection by NASCAR Officials prior to and/or during any further competition.

D. If NASCAR Officials determine that further repairs are warranted, the crew must make those repairs on pit road or after removing the vehicle from pit road, depending on the extent and nature of the work required.

E. At the sole discretion of NASCAR Officials, a damaged or wrecked vehicle that has been repaired may compete with damaged or missing body panels, vehicle parts and/or other components.

F. Unless otherwise authorized, all vehicles will be subject to the minimum speed requirement.

9-15.7 Pit Road Equipment

A. All equipment used to service the vehicle must remain in the assigned pit box or pit service area.

B. Equipment must not be left unattended in the outside half of the pit box.

C. When a vehicle runs completely over or under its air hose or over any other equipment within its assigned pit box or pit service area, the driver may be instructed to return to the vehicle's assigned pit box or pit service area for inspection at the direction of NASCAR Officials.

D. Unless otherwise authorized by NASCAR, the use of extension poles is limited to the following:

1. Displaying the signboard(s);
2. Cleaning the grille;
3. Cleaning the windshield and servicing the driver;

4. Extension poles and signs must remain within the assigned pit box;
5. Extension poles and sign boards must not be illuminated.

9-15.8 Air Tanks

A. Air supply tanks and pressure regulators for all air wrenches must remain on the equipment side of the pit service wall at all times.

B. Air supply tanks must have a protective cage or guard around their regulators and fittings at all times.

9-15.9 Air Wrenches

A. Only two (2) NASCAR-approved 1/2-inch drive air wrenches, with a single socket and with a hex design capable of removing or attaching one (1) lug nut at a time, must be used to change tire(s)/wheel(s) during any pit stops.

B. The socket must not have the capability of retaining or dispensing any lug nuts.

C. If one (1) air wrench becomes unusable, the unusable air wrench must be **carried** to the equipment side of the pit service wall before being replaced with an additional air wrench to complete the pit stop.

D. Before the vehicle leaves its assigned pit box or pit service area, the air wrench used to change the front tire(s)/wheel(s) must be carried back to the pit service wall.

9-15.10 Jack

A. Only one (1) NASCAR-approved jack can be used for a pit stop involving tire(s)/wheel(s) changes.

C. The same jack must be used when tire(s)/wheel(s) are changed on the left and right side during the same pit stop.

D. If a vehicle falls off a jack or the jack fails, a second jack can be used on the same side to facilitate use of the first jack.

9-15.11 Wheels and Tires

A. All tires and wheels must be installed in a safe and secure manner at all times during the Event.

B. A vehicle may be required to report to its assigned pit box/service area to inspect for any improperly installed tire/wheel.

C. Any loss or separation of an improperly installed tire/wheel from the vehicle after exiting the teams assigned pit box/service area may result in a penalty in the sole discretion of NASCAR. See Section 12 Violations and Disciplinary Action.

D. Tire usage for the Event will be provided on the Crew Chief Handout. The Crew Chief Handout can be obtained at the Pre-Race driver/crew chief meeting.

SECTION 10 - EVENT PROCEDURE (FLAG/LIGHT RULES)

10-1 Flag & Light Rules

A. NASCAR Officials will use flags/lights, as set forth in this Section providing drivers with information while on the race track during the Event.

B. A driver is considered to have received notice when the flag is raised above the top railing of the flag stand, or when the lights are illuminated, regardless of whether or not the driver has seen the flag/lights.

C. If a driver or crew chief is informed of a decision or circumstance by NASCAR Officials in a manner other than by use of flags/lights, then, use of a flag/light in that situation is not necessary.

D. The procedure for use of flags/lights by NASCAR Officials may vary for individual tracks or Races.

10-2 Flags

10-2.1 Green Flag

A. The green flag signifies the start or restart of racing conditions. The NASCAR 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.

C. Once the green flag is displayed on a start or restart, all vehicles must maintain their respective track position/lane as designated by NASCAR Officials.

D. At the initial start of the Race the number two (2) starting position must not beat the number one (1) starting position to the start/finish line.

E. All restarts shall be made within the restart zone on the race track and will be made known to the drivers in the Pre-Race driver/crew chief meeting.

F. The leader of the Race will control the restart within the restart zone.

G. Double red lines on the outer wall designate the start of the restart zone. If the leader does not restart by the time they reach the exit of the restart zone, designated by a single red line on the outer wall, the starter will restart the race.

10-2.2 Blue Flag with Diagonal Yellow Stripe

A. The blue flag with a diagonal yellow stripe signifies that faster traffic is overtaking the vehicle(s) being signaled.

B. Vehicles being given this flag must prepare to yield to overtaking traffic.

10-2.3 Yellow Flag / Caution Lights

A. When the caution lights are illuminated and/or the yellow flag is displayed this will signify a caution period. The yellow flag will be displayed, and the caution lights illuminated immediately following the cause for the caution period.

B. ALL DRIVERS MUST REDUCE THEIR VEHICLE'S SPEED TO A CAUTIOUS PACE, maintaining their respective track position independently while forming and maintaining a single line behind the lead vehicle.

C. The track position of each vehicle will be determined by each vehicle's last completed green flag lap and PASSING OF VEHICLE(S) WILL NOT BE PERMITTED, unless directed by NASCAR Officials.

D. Vehicles must maintain, under their own power, a reasonable speed considering the conditions that exist on the race track. Determination of a reasonable speed is a judgment call and will be made by NASCAR Officials.

E. Vehicles returning to the race track from pit road during a caution period must wait for the end of the continuous line of vehicles behind the caution vehicle, unless otherwise directed by NASCAR Officials.

F. Any driver who, in the judgment of NASCAR Officials, intentionally causes or attempts to cause a caution period by stopping or spinning out or any other action, will be penalized at NASCAR's discretion.

G. Vehicles may not pass the caution vehicle unless directed to do so by a NASCAR Official. Any vehicle(s) illegally passing the caution vehicle or Race leader will be black-flagged or re-positioned at the discretion of the NASCAR Officials.

10-2.4 Pit Entry - Closed

A. The pit road will be considered closed at the same time the caution period begins.

B. A pit entry NASCAR Official stationed at or near the entry onto pit road will signal that pit road is closed.

C. The pit entry/closed flag (red flag with the yellow cross) and/or pit entry/closed light (red light) will be displayed at the same time the yellow flag is displayed and/or the caution lights are illuminated.

D. Any vehicle(s) having passed the commitment line (if used) and/or the entrance to pit road before the pit entry/closed flag (red flag with the yellow cross) and/or pit entry/closed light (red light) is displayed, while entering pit road, will be considered to be under green flag pit road conditions.

E. When a vehicle is in the de-acceleration zone and approaching the commitment line (if used) and/or the pit road entrance, and the yellow flag is displayed and/or the caution lights illuminated while entering pit road; while incurring this circumstance, the vehicle can continue to travel the entire length of pit road without stopping and/or pitting and return to the race track without receiving a penalty for pitting while the pit road is closed. In this occurrence, the vehicle's position will be determined at pit road exit in relation to those vehicles that remained on the track.

F. Any vehicle entering the pits after the pit entry/closed flag (red flag with the yellow cross) and/or pit entry/closed light (red light) is displayed but prior to the pit entry/open flag (green flag) and/or pit entry/open light (green light) shall start at the "Tail of the Field" after the one (1) lap to go signal has been given by the starter, regardless of his/her position in the Race.

10-2.5 Pit Entry - Open

A. When the caution vehicle has entered the race track and is positioned in front of the lead vehicle and the Race Director opens pit road, the pit entry NASCAR Official will, display the pit entry/open flag (green flag) and/or pit entry/open light (green light) signifying that all cars, except the "Free Pass" vehicle may enter pit road.

B. The "Free Pass" vehicle will be permitted to pit after being instructed to pass the caution vehicle and the "one (1) to go" signal has been given.

C. NASCAR may, because of conditions, limit the entry to pit road.

10-2.6 Free Pass

A. After the yellow flag is displayed and/or caution lights are illuminated, the highest scored eligible vehicle, one (1) or more laps down to the leader at the time of a caution period, will be given one (1) lap back.

B. The vehicle must maintain a reasonable speed (what determines a reasonable speed will be at the discretion of NASCAR Officials).

C. The eligible vehicle will be instructed to line up behind the caution vehicle.

D. When the "one (1) to go" signal has been given the eligible vehicle will be instructed by NASCAR 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".

E. The "Free Pass" eligible vehicle will be permitted to pit after being instructed to pass the caution vehicle and the "one (1) to go" signal has been given.

F. A vehicle is not eligible to receive the “Free Pass” when, in the judgment of NASCAR Officials, the vehicle was involved in, or the reason for the caution. Under these circumstances, the “Free Pass” will not be awarded to any car.

G. If a vehicle is under penalty by NASCAR, the vehicle is in the garage, the vehicle is behind pit wall, making 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 vehicle will be deemed ineligible and the “Free Pass” may be awarded to the next eligible vehicle.

10-2.7 Wave Around Vehicle Determination

A. All vehicles between the leader and the caution vehicle at the start/finish line when the “one to go” signal is given by the starter are considered “Wave Around” eligible.

B. “Wave Around” vehicles will not be permitted to enter pit road at any time during this yellow flag/caution period.

C. “Wave Around” vehicles must receive the green flag on the race track before being permitted to enter pit road without a penalty.

D. Vehicles under a penalty and/or the “Free Pass” vehicle will not be eligible to receive a “Wave Around”.

10-2.8 Red Flag

A. **THE RED FLAG SIGNIFIES THAT THE PRACTICE, QUALIFYING OR RACE MUST BE STOPPED IMMEDIATELY REGARDLESS OF THE POSITION OF THE VEHICLES ON THE RACE TRACK.**

B. The red flag shall be used if, in the opinion of NASCAR Officials, the Practice, Qualifying or Race should be stopped immediately.

C. Vehicles should be brought to a stop in an area designated by NASCAR Officials.

D. Repairs or service of any nature or refueling will not be permitted when the Race is halted due to a red flag.

E. All work must stop on any vehicle in the pits and/or garage area when the red flag is displayed during the Race, unless the vehicle has withdrawn from the Event by the crew chief. Work must not be resumed until the red flag is withdrawn.

F. Failure to follow the procedures as set forth in this Section may result in the vehicle being parked for the remainder of the race, at the discretion of the Series Director.

10-2.9 Black Flag

A. The black flag signifies the driver must go to the pits immediately and report to the NASCAR Official at the vehicle’s assigned pit box or pit service area, it does not mean automatic disqualification.

B. In addition to the black flag, NASCAR Officials may use a blackboard or black flag number indicator in full view of the Competitor on which the number of the vehicle being black-flagged will be displayed.

C. NASCAR Officials may also communicate to the crew chief or designated spotter the black flag directive.

10-2.10 Black Flag with White Cross

At the discretion of the NASCAR Officials, if the driver does not obey the black flag directive, the driver may then 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 vehicle will be discontinued until further notice.

10-2.11 White Flag

A. The white flag signifies that the lead vehicle has started its last lap in the Race.

B. If the caution lights are illuminated and/or yellow flag is displayed during the white flag lap, vehicles will be scored based on their respective track position. **NO PASSING WILL BE PERMITTED** as long as the vehicles maintain a reasonable speed considering the conditions that exist on the race track. The determination of respective track position and reasonable speed are judgment calls that will be made by NASCAR Officials.

C. In the judgment of NASCAR Officials, vehicles may not receive assistance after the lead vehicle has received the white flag at the start/finish line, except vehicles making a pit stop. A violation will result in the vehicle not being scored on that lap.

D. In the judgment of the Series Director, the vehicle or team providing the assistance after the lead vehicle has received the white flag at the start/finish line may be subject to a post-race lap(s) or time penalty and scoring correction.

10-2.12 Checkered Flag

A. The checkered flag signifies that the Race is completed.

B. When the required Race distance has been completed by the lead vehicle, the Race distance will be declared “officially complete” regardless of the flag being displayed. The definition of the required Race distance is provided in sub-section 9-14 Official Completion.

C. When the checkered flag is displayed and the lead vehicle 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 vehicle is still running or not.

D. The Race winner or any other designated Race finisher(s) in the Race must bring his/her vehicle to the start/finish line or designated area and remain there until released by the NASCAR Official.

10-2.13 Special Flags / Signal Lights

A. Special flags and/or signal lights may be used at the discretion of NASCAR Officials but will be explained to all drivers and crew chiefs at the Pre-Race meeting.

B. NASCAR will display the black flag and red flag together to inform the Competitors of the end of practice. All vehicles must report to the pit road or garage area.

C. At road course Events, a solid blue flag will be used to indicate local track conditions.

SECTION 11 - TIMING AND SCORING

11-1 Official Scoring

A. NASCAR will designate the Chief Scorer for an Event. The Chief Scorer is responsible for timing and scoring all Competition activities during the Event.

B. The decisions of the Chief Scorer, with respect to timing and scoring, are final unless there is a request for a scoring audit in accordance with Section 11.2 Scoring Review/Audit Procedure.

11-2 Scoring Review / Audit Procedure

A. NASCAR will post the unofficial scoring results after the completion of each Competition activity, at the Series Hauler. A Competitor will have 20 minutes from the time unofficial results are posted to evaluate and/or request a review of the unofficial results to the Chief Scorer.

B. At the discretion of NASCAR, or at the request of a Competitor, the Chief Scorer will review the scoring results for the Competition and will make any corrections to the scoring results as deemed appropriate including, but not limited to, correcting missed or extra lap(s) or time penalties pursuant to sub-section 9-11 Lap or Time Penalties. In the event that any corrections are made, Competitors will have an additional 20 minutes to evaluate and/or request a review of the adjusted scoring results once posted.

C. The Chief Scorer will explain any adjustments made to the scoring results and answer inquiries from the Competitor, as a part of this review. Upon completion of the review, the Chief Scorer will again post the unofficial results.

D. A Competitor who has competed in the Event may submit a written request to the Chief Scorer to request the NASCAR Director of Timing and Scoring conduct an audit of the scoring results, provided such a request must be made to the Chief Scorer in person and within 20 minutes after the completion of the review.

E. The scoring results of the Event, including any individual Race, Qualifying session(s) or Qualifying Race(s), will be considered official once the Competitors' 20 minute evaluation window has expired, provided no audit is requested by NASCAR as provided herein, in which case the scoring results of the Event shall be considered official upon the announcement of the audit decision by the NASCAR Senior Vice President of Competition.

F. If the Chief Scorer independently requests an audit of the timing or scoring of an Event, the request and any scoring data for the Event will be forwarded to the Director of Timing and Scoring.

G. If a Competitor who has competed in the Event requests such an audit of the scoring results, the Chief Scorer shall promptly forward to the Director of Timing and Scoring the written request and any scoring data for the Event, accompanied by a \$200.00 non-refundable service fee collected from the Competitor within the above time window.

H. Upon completion of the scoring audit the Director of Timing and Scoring will explain to the Senior Vice President of Competition the determinations from the audit and the scoring results will be deemed official. Decisions of the Senior Vice President of Competition on a scoring audit are final, non-appealable and non-litigable.

I. NASCAR reserves the right to further amend or adjust the official results at any time as a result of procedural circumstances in accordance with these Rules (e.g. as a result of Penalties, Appeals decisions, protest, etc).

SECTION 12 – VIOLATIONS AND DISCIPLINARY ACTION

12-1 General Procedure

A. If NASCAR/NEM observes or is made aware of an act or omission by a NASCAR Member that constitutes a violation of the NASCAR Rules or that is detrimental to stock car racing or NASCAR, and if NASCAR/NEM determines that the act or omission is sufficiently serious to warrant the imposition of a Penalty, the

Official shall report the violation to the Series Director and/or Managing Director, Touring Series as soon as practicable, recommending the Penalty for the violation.

B. The Series Director and/or Managing Director, Touring Series shall consider the report and shall conduct whatever additional inquiry he or she deems appropriate under the circumstances.

C. After concluding the inquiry, the Series Director and/or Managing Director, Touring Series shall review the matter with NASCAR personnel from relevant areas to determine whether disciplinary action is appropriate, and if so, what disciplinary action should be taken.

D. The Member shall be informed of the determination by the Managing Director, Touring Series or by the Series Director, and if disciplinary action is imposed, the Managing Director, Touring Series shall cause a Penalty Notice to be issued to the subject Member specifying the violation, a brief statement of the time and circumstances of the violation, and the Penalty imposed.

E. NASCAR may publish notice of the violation and the Penalty.

F. The subject Member referenced in the Penalty Notice shall have no claim or cause of action of any kind against NASCAR and its Members, Employees and Affiliates, or any individual publishing such Penalty Notice or announcing the violation.

G. If the Member wishes to appeal the Penalty Notice, the Member shall make a written request for a hearing to the Department of Appeals within three (3) business days of the issuance of the Penalty Notice (except as otherwise required for an Expedited Appeal Procedure), as outlined in Section 14 Appeals to the National Motorsports Appeals Panel.

12-2 Emergency Action

A. If the act or omission of a Member is determined by NASCAR/NEM to constitute a threat to the orderly conduct of the Event, NASCAR/NEM may take temporary emergency action against the Member. Such emergency action may include ejection from the racing premises, suspension of membership and license, or any other action designed to remove the threat created by the Member.

B. Examples of conduct warranting such emergency action include, but are not limited to, the consumption of alcoholic beverages, stimulants, depressants, tranquilizers or other drugs before or during an Event, the use of illegal drugs at any time, fighting, reckless driving, Rules violations, Race procedure violations, or any other directive of an Official.

C. That NASCAR Official shall report the Member's conduct, and the emergency action taken, to the Series Director and/or Managing Director, Touring Series as soon as practicable, and thereafter the procedure set forth in sub-section 12-1 General Procedure shall apply.

D. The emergency action shall remain in effect until the decision of the Series Director and/or Managing Director, Touring Series is made, except that parking and/or an ejection is final, non-appealable and non-reviewable in accordance with sub-section 3-10 Ejection and/or sub-section 9-12 Parking.

12-3 Payment of Fines

A. Fines shall be paid to NASCAR Headquarters promptly after receipt of a Penalty Notice.

B. All unpaid fines assessed against any Car Owner, driver or team member must be paid in full before their entry can be considered for acceptance.

C. Failure to pay any outstanding fines in a timely manner may result in suspension.

D. All unpaid fines of a Member may be collected by NASCAR by deducting the amount from the purse or point fund earnings of the Member, or if the Member is not a driver, from the purse or point fund earnings of the driver or Car Owner with whom the Member was associated at the time of the conduct that gave rise to the Penalty Notice.

E. Any fines left unpaid at the end of the racing season shall be considered grounds for refusal to approve that Member's NASCAR membership application for the next applicable year of the Member against whom the unpaid fine has been assessed.

12-4 General Scope of Penalties (The NASCAR Deterrence System)

A. NASCAR may issue Penalties as it deems fit to provide for the orderly conduct of the sport.

B. The NASCAR Deterrence System exists to help maintain the integrity of the sport, maintain a competitive but balanced playing field, send a clear message to the garage and the industry that Rules violations will not be tolerated, address safety for all involved, and provide for the best possible motorsports experience for fans, sponsors, supporters, and participants.

C. Penalties are designed primarily to deter NASCAR Rules violations. At each level of the NASCAR Deterrence System, the magnitude of the Penalty is structured to be appropriate for the magnitude of the Rules violation. However, Penalties are not designed at any level simply to serve as an offset for whatever alleged benefit

the infraction may have resulted in. As with every professional sport, Penalties must serve as both a deterrent and a punishment.

D. When NASCAR determines that it must issue a Penalty, it will refer to the guidelines described in this Section. When determining a specific Penalty for a specific Rules violation, NASCAR may adjust any standard Penalty in this Section if, in its sole judgment, the circumstances warrant. Additionally, if NASCAR determines that a Rules infraction “trend” (i.e.; the same or similar technical Rules infractions recurring, even if amongst different teams) is developing in a given Series or area of the sport, then it may reassign a given type of infraction to a higher-numbered Penalty level than it had been assigned to previously before issuing a subsequent Penalty.

12-5 NASCAR Deterrence System

A. To treat all members fairly and equitably, among other things, the NASCAR Deterrence System provides for Penalties:

1. Without regard to intent or lack of intent in the case of technical infractions.
2. Without attempting to determine if any perceived advantage or disadvantage may have resulted from a technical infraction.
3. Without attempting to determine who was actually a party to whatever led to the violation, except in the case of behavioral infractions, and then only to the extent reasonable and practical for a sporting authority.
4. Without regard to a driver or team’s current position in the Championship point standings.
5. Without regard to a member or team’s financial means or current manpower resources.
6. Without regard to the manufacturer, sponsor, supplier, vendor, or any third-party affiliates.

B. The relative magnitudes of the types of violations are ranked in the NASCAR Deterrence System accordingly.

C. NASCAR has elected to use common terminology throughout this Section, rather than legalese and/or technical language, to convey the meaning in a form that should be easily understood by all participants in the sport, and also by fans, the media, sponsors, third-party vendors, and all followers of the sport. Furthermore, this Section, in some cases, cites examples to better illustrate the types of infractions that fall into each level of the NASCAR Deterrence System, but does not attempt to cover every possibility.

D. If the meaning or intention of any portion of the NASCAR Deterrence System is unclear to a NASCAR Member, then it is the Member’s responsibility to inquire about it to NASCAR. However, the Member need not inquire in advance about where a hypothetical infraction might fall, since that infraction should not occur in the first place, nor should any Member be contemplating violating the Rules.

12-5.1 Guiding Principles Relative to Penalties

A. Some guiding principles relative to Penalties that are issued for technical infractions include:

1. Any infraction that was undetected during any prior inspection(s) is still an infraction regardless. In most cases, however, NASCAR will not retroactively issue a separate Penalty for previous Events that occurred prior to the competition in which the infraction was detected, except in circumstances such as where components may have been sealed, etc.
2. The responsibility for full compliance with the Rules on or of any and all elements provided by, leased, purchased, etc. by third-party suppliers, and/or from other race teams or former race teams lies solely with the team that has entered the vehicle in competition.
3. Any element(s) that constitute Rules infractions may be confiscated by NASCAR. NASCAR will address requests for the return of confiscated elements on a case-by-case basis.

B. The issuance of a Penalty by NASCAR is not a reflection on any sponsor affiliated with an affected team, driver, or Member; nor on the racing organization that fielded the race vehicle; nor on any of the individuals employed by that organization; nor on the auto manufacturer; nor on those who were specifically named in the Penalty.

C. A Penalty issued under the scope of this Section may be appealed as outlined in Section 14 Appeals to the National Motorsports Appeals Panel and further appealed under Section 15 Final Appeal to the National Motorsports Final Appeals Officer. Both the National Motorsports Appeals Panel, upon the initial hearing, and the Final Appeals Officer, if on further appeal, are empowered to modify a specific Penalty Notice that was issued under this Section if they determine that the specific circumstances of the infraction(s) under their review warrant such modification. However, neither the National Motorsports Appeal Panel nor the Final Appeals Officer are empowered to re-run any Event, or to re-write any Rules in this Rule Book, or to re-write this General Scope of Penalties. Only NASCAR has the authority to re-write the Rules in the Rule Book. Accordingly, if either the National Motorsports Appeal Panel or the Final Appeals Officer determine that the specific circumstances

surrounding a specific infraction(s) warrants the modification of that specific Penalty Notice, such modification on their part will have no bearing on this Section, or on any future Penalties NASCAR may issue under the scope of this Section, even if for the same type of infraction(s).

D. The NASCAR Deterrence System has evolved over many years. Accordingly, Penalties that were issued in the past have factored into the evolution of the current NASCAR Deterrence System. Be advised however that, if NASCAR determines that a Penalty should be issued for an infraction, it will use the current General Scope of Penalties (the NASCAR Deterrence System) as outlined in this Rule Book, or as amended from time to time, as the guide.

E. NASCAR will review the NASCAR Deterrence System from time to time and make adjustments as needed. NASCAR welcomes relevant input from any NASCAR Member in this regard. However, any decision to adjust this System will be made solely by NASCAR. If adjustments are made, NASCAR will notify the NASCAR Membership in a timely manner and will not retroactively adjust any Penalties that had already been issued.

12-5.2 Recurrence Multipliers

A. Recurrence Multipliers are designed to deter additional Rules infractions by a team and/or Member. A Recurrence Multiplier is assessed on the basis of one (1) or more subsequent infraction(s) occurring with the same registered vehicle number, during a fixed period of time after one (1) or more Penalty Notices had previously been issued, regardless of any owner, driver or crew changes that might have occurred during the interim.

B. The Recurrence Multiplier would also apply to individual crew members as follows:

If a penalized crew chief or other crew member moves to another team in any one (1) of NASCAR's Touring Series (ARCA Menards Series, East / West; NASCAR Whelen Modified Tour; NASCAR Canada Series) and is still under probation from an infraction that occurred at the Touring Series level, and is then further named in a new Penalty Notice due to an infraction occurring with the latest team, then the portion(s) of the Penalty normally assigned to that specific crew position (i.e.; fine; fine and suspension; suspension; probation) would have the appropriate recurrence multiplier applied to those portions only.

Example 1: If a NWMT crew chief who is still under probation from a P3 through P6 Penalty moves to another Touring Series team, and that latest vehicle receives a first-time P4 Penalty, then the fine would increase by an additional 50%; the suspension for the crew chief would increase from three (3) races to five (5) races; and the period of probation for the crew chief would be increased by another 50%. However, the specified minimum driver and owner Championship points portion of the Penalty would not be multiplied.

Example 2: If a NCS crew chief who is still under probation from a P3 through P6 Penalty moves to another Touring Series team, and that latest team receives its second-time P3 through P6 Penalty (even if the 1st infraction occurred prior to the crew chief's move), then all applicable elements of the recurrence multiplier (including the crew chief's portion) would be assessed first based on the registered vehicle number, and then the fine and/or suspension portion assigned to that crew chief would be further increased by an additional 50%.

C. The Recurrence Multiplier is not affected by any subsequent change in driver or Car Owner but is assigned on the basis of subsequent infractions with the same registered vehicle number. Approved vehicle number changes or reassignments do not negate or eliminate applicability of the Recurrence Multiplier.

D. When the amount of a fine, loss of points, period of suspension and/or probation is increased due to a Recurrence Multiplier and the resulting amount includes a fraction, the fraction will be rounded up to the next whole number. Point deductions are assessed regardless of the current points total that the driver or Car Owner may have accumulated to that point in the season, if any.

12-5.3 Determinations of Warnings and Penalties

The following structure generally describes the NASCAR Deterrence System that NASCAR uses as a guideline when determining Warnings and Penalties, with Warnings applying to the least serious Rules violations and Level 6 Penalties (P6) applying to the most serious Rules violations. The descriptions that follow are not meant to be all-encompassing, or to represent an exhaustive list of every imaginable infraction. Rather, they are meant to clearly explain the general levels of Penalties that will be issued for the general levels of infractions, should NASCAR determine that a Penalty will be issued.

12-5.3.1 Warning Options

A. When appropriate, NASCAR will issue a Warning instead of a Penalty for certain types of minor infractions. The purpose of the Warning and nature of the infraction will be provided to the team. Following the Event, NASCAR may also issue a general notice to the garage specifying the nature of the infraction in cases where

such notice may be of benefit to the garage in order to avoid similar infractions at future Events. Generally, NASCAR will not publicly specify or detail the nature of the infraction leading to a Warning but may publicly release information that a Warning was issued to a particular team and may also provide information on the current status of a team's accumulated Warnings. Warnings are not appealable.

B. NASCAR considers the accumulation of Warnings to be unacceptable. Accordingly, for every third Warning a team receives, whether the Events are Championship or non-Championship, it will result in loss of track time in practice or qualifying.

C. If the third Warning is issued by NASCAR at an Event, the loss of track time in practice or qualifying will be assessed at that Event. If the third Warning occurs after an Event (post-race) the loss of any of the above will be assessed at the next Event.

D. Once a race team has been issued one of the above as a result of receiving three Warnings, the race team's Warning count will reset to zero. Warnings will not carry over into the following season.

12-5.3.1.1 Warning Violation Examples

Examples of violations that could result in a Warning include but are not limited to:

A. A vehicle fails a qualifying inspection discipline twice or more at the same Event or a pre-Race inspection discipline twice or more at the same Event.

B. Warnings issued in conjunction with NASCAR's confiscation of parts as a result of a Rules violation.

C. Other Rules violations not rising to a higher-level Penalty.

12-5.3.2 P1 Penalty Options

When appropriate, NASCAR will issue a P1 level Penalty for certain types of ancillary infractions which are typically of a nature related to the singular actions or omissions of an individual during an Event. These violations tend to pertain to unsafe or improper use of apparel or equipment and other minor safety violations.

12-5.3.2.1 P1 Penalty Violation Examples

A. Failure by the driver or crew members to properly wear or secure mandatory safety apparel or equipment (i.e. head socks, under garments, helmet face shields, shoes, gloves, etc.) in accordance with the NASCAR Rules.

B. Improper use or control of equipment in the pit box/pit service area in an unsafe manner (i.e. throwing of hammers, wrenches, etc.)

12-5.3.2.2 Minimum P1 Penalty Options

Minimum P1 Penalty options (ONE (1) OR MORE of the following may be used):

A. Fine of up to \$300.00; AND/OR

B. Probation through the end of the calendar year for the crew chief, or for a six (6) month period following the issuance of the Penalty Notice if that period spans across two consecutive seasons.

12-5.3.2.3 P1 Recurrence Multiplier

A. If a race team that already received two (2) P1 Penalties receives a third P1 Penalty within a six (6) month period from the issuance of the first Penalty, whether with or without the same driver and/or race team members, then each minimum Penalty for the third P1 level infraction will be increased by an additional 50%.

B. If a fourth P1 level violation occurs during the timespans listed above, then each minimum Penalty for the fourth infraction will be increased by an additional 100%.

C. If a race team that already received a P2, P3, P4, P5 or P6 Penalty then receives a P1 Penalty within a six (6) month period from the issuance of the first Penalty, whether with or without the same driver and/or race team member(s), then each minimum Penalty for that P1 level infraction will be increased by an additional 50%.

12-5.3.3 P2 Penalty Options

While important enough to result in a Penalty, violations leading to P2 Penalties, in general, tend to be of a lesser nature and include, but are not limited to, unapproved minor parts and pieces; go/no-go measurement infractions and so on. These violations tend to pertain to secondary or ancillary componentry, accessories, hardware; to misalignments; to go/no-go measurements of lesser importance.

12-5.3.3.1 P2 Penalty Violation Examples

Violation examples could include but are not limited to:

1. Expiration of certain safety certification(s) or improper installation of any safety system of a minor nature;
2. Failure to meet the minimum weight at the end of the race, but not of a nature rising to higher numbered Penalties;
3. Hollows in minor components which must be solid, but not of a nature rising to higher numbered Penalties;
4. Minor fasteners, nuts, bolts, etc. of the wrong material, but not of a nature rising to higher numbered Penalties;
5. Minor bracketry, supports, etc. of the wrong material, but not of a nature rising to higher numbered Penalties;

6. Failure to meet the ground clearance and/or body height specifications in post-race inspection;
7. An engine that is not situated in the race vehicle within the required location parameters;
8. Approved parts that do not meet minimum material thickness (such as drive shafts, A-frames, etc.).

12-5.3.3.2 Minimum P2 Penalty Options

Minimum P2 Penalty options (ONE (1) OR MORE of the following may be used):

1. Loss of up to six (6) Championship driver and six (6) Championship owner points, irrespective of whether it was a Championship race or not; AND/OR
2. Up to \$1,000 fine, depending on the specific infraction; AND/OR
3. Suspension for the crew chief, and/or any other team members, as determined by NASCAR, for one (1) or more races; AND/OR
4. Probation through the end of the calendar year for the crew chief, or for a six (6) month period following the issuance of the Penalty Notice if that period spans across two (2) consecutive seasons.

12-5.3.3.3 P2 Recurrence Multiplier

A. If a race team that already received two (2), P2 Penalties receives a third P2 Penalty within a six (6) month period from the issuance of the first Penalty, whether with or without the same driver and/or race team members, then each minimum Penalty for the third P2 level infraction will be increased by an additional 50%.

B. If a fourth P2 level violation occurs during the timespans listed above, then each minimum Penalty for the fourth infraction will be increased by an additional 100%.

C. If a race team that already received a P3, P4, P5 or P6 Penalty then receives a P2 Penalty within a six (6) month period from the issuance of the first Penalty, whether with or without the same driver and/or race team members, then each minimum Penalty for that P2 level infraction will be increased by an additional 50%.

D. If the crew chief is already under probation for one or more P3 thru P6 Penalties at the Touring Series level at the time of the latest P2 Penalty, then he/she shall also be subject to suspension for one or more races if suspension is not already part of the standard penalty for that type of infraction.

12-5.3.4 P3 Penalty Options

Violations resulting in P3 Penalties tend to fall between serious and intermediate in nature. While they might include general "categories" of infractions similar to those in P4 (e.g.; unauthorized parts; failing to meet specs; etc.), they tend to pertain more to secondary componentry or systems; modifications of lesser significance; go/no-go measurement failures of an intermediate nature. Additionally, NASCAR has categorized certain serious safety infractions that create a significant risk of injury or damage (e.g. separation of ballast weight or wheel(s) from the vehicle) under the P3 category. NASCAR considers such infractions to be very serious in nature and has therefore included pre-determined minimum Penalties to address the severity of such violations. NASCAR further reserves the right to escalate such safety related Penalties to higher Penalty levels when the infraction is considered to be more egregious in nature or displays a higher degree of negligent behavior.

12-5.3.4.1 P3 Penalty Violation Examples

Violation examples could include but not limited to:

1. Unapproved parts or system configuration of importance but, not rising to higher numbered levels – examples:
 - a. Unapproved secondary steering linkage;
 - b. Unapproved secondary drivetrain components;
 - c. Unapproved added weight and/or weight affixed improperly (e.g.; Unapproved added weight (size and material); Unapproved added weight location), but not of a nature rising to a higher numbered penalty.
2. Failure to submit secondary components, such as, brake calipers, oil pan, etc.;
3. Engine ancillary components (i.e. valve covers, outer oil pans, pulleys, headers etc.);
4. Approved parts that fail their intended use (e.g.; shock absorbers that fail to rebound regardless of reason);
5. Coil spring violation;
6. Circumventing open radio communications between the driver and spotter and team which the fans should be able to listen in to (other than clear equipment failure);
7. Faulty, missing, or ineffective seams on required interior sheet metal seals (excluding safety barriers such as firewalls);
8. Unapproved body modifications (metal or composite);
9. Heating or chilling any parts, systems or materials that are not allowed to be heated or chilled by the Rules. NOTE: If relative to tires or fuel, then a P5 Penalty;

10. Loss of wheel(s) due to improper installation. (May result in a minimum one (1) race suspension of the crew chief, tire changer and tire carrier of the lost wheel(s).);
11. Loss or separation of ballast weight from the vehicle. (May result in a minimum one (1) race suspension of the crew chief.).

12-5.3.4.2 Minimum P3 Penalty Options

Minimum P3 Penalty options (ONE (1) OR MORE of the following may be used):

1. Loss of up to 12 Championship driver and 12 Championship owner points, irrespective of whether it was a Championship race or not; AND/OR
2. Up to \$ 2,000 fine; AND/OR
3. Suspension for the crew chief, and/or any other team members, as determined by NASCAR, for one (1) or more races; AND/OR
4. Probation through the end of the calendar year for the crew chief, and/or any other team members, as determined by NASCAR, for a six (6) month period following the issuance of the Penalty Notice if that period spans across two (2) consecutive seasons.

12-5.3.4.3 P3 Recurrence Multiplier

A. If a race team that already received a P3 Penalty then receives another P3, P4, or P5 Penalty during the same racing season, or within a six (6) month period following the most recent Penalty that spans across two (2) consecutive seasons, whether with or without the same driver and/or race team members, then the minimum for that latest Penalty will be increased by an additional 50%.

B. If a third violation in levels P3, P4 or P5 occurs during the time spans listed above, then the minimum for that latest Penalty will be increased by an additional 100%.

C. If the crew chief is already under probation for one or more P3 thru P6 Penalties at the Touring Series level at the time of the latest P3 Penalty, then he/she shall also be subject to suspension for one or more races if suspension is not already part of the standard penalty for that type of infraction.

12-5.3.5 P4 Penalty Options

The Penalty includes the combination of ALL minimum elements listed below.

A. Violations leading to P4 Penalties, in general, are very serious. They include, but are not limited to, a broad spectrum of infractions such as:

1. Parts which do not meet specifications;
2. Unauthorized parts that differ from what had been approved;
3. Actions or omissions which might circumvent the Rules; mounting configurations which might represent a safety compromise;
4. Failure to meet go/no-go measurements, and measurement failures of significance.

B. These often involve primary component or system infractions not otherwise rising to the magnitude of P5 infractions, but could also include secondary component or system infractions, particularly if of a nature suggesting some of the characteristics described in P5 below, and/or involving safety implications.

12-5.3.5.1 P4 Penalty Violation Examples

Violation examples could include but are not limited to:

1. Compromises to the integrity or effectiveness of any safety elements not falling elsewhere under this Section;
2. Unapproved added weight and/or weight affixed improperly (examples: Unapproved added weight (size and material); Unapproved added weight location);
3. Engine components (i.e.; fly wheel, etc.) that differ from what is required by the Rule Book (i.e.; original source if specified; material; configuration; alteration in areas not permitted; etc.);
4. Approved parts that are not properly installed or are made adjustable when not normally intended to be (e.g.; Failure to maintain rear spoiler angle, other than due to crash damage);
5. Body panels failing to meet minimum thickness or any indication of major body modifications;
6. Components, devices, systems, configurations, installations, etc. which serve to circumvent NASCAR templates, gauges, measuring devices, whether intended or not, that do not rise to the level of something like the approved chassis in P6 or the characteristics described in P5;
7. Anything which would circumvent mandated regulatory devices such as pre-determined gear rule.

12-5.3.5.2 Minimum P4 Penalty Options

Minimum P4 Penalty (the Penalty may include ALL four (4) points below):

1. Loss of 12 Championship driver and 12 Championship owner points, irrespective of whether it was a Championship race or not;
2. Up to \$2,500 fine;

3. Suspension for the next series Championship race, plus any non-Championship races or special Events which might occur during that time period, for the crew chief and any other team members as determined by NASCAR;
4. Probation through the end of the calendar year, or probation for a six (6) month period following the issuance of the Penalty Notice if that period spans across two (2) consecutive seasons.

12-5.3.5.3 P4 Level Infractions Detected During Post-Race Inspection

If the infraction is detected during post-race-inspection, then the following Penalty elements will be added to those listed above:

Loss of an additional six (6) Championship driver and six (6) Championship owner points, irrespective of whether it was a Championship race or not.

12-5.3.5.4 P4 Recurrence Multiplier

A. If a race team that already received a P4 Penalty then receives another P3, P4, or P5 Penalty during the same racing season, or within a six (6) month period following the most recent Penalty that spans across two (2) consecutive seasons, whether with or without the same driver and/or race team members, then the minimum for that latest Penalty will be increased by an additional 50%.

B. If a third violation in levels P3, P4 or P5 occurs during the time spans listed above, then the minimum for that latest Penalty will be increased by an additional 100%.

12-5.3.6 P5 Penalty Options

The Penalty includes the combination of ALL minimum elements listed below:

A. Violations leading to P5 Penalties, in general, are extremely serious. They represent other key safety areas not mentioned elsewhere in this Section and potentially performance-related areas of the race vehicle that might or might not afford a competition advantage, but with a violation occurring in such a fashion that it would be naive to attribute the violation to an accident, omission, or misunderstanding, even if it was an accident, omission, or misunderstanding.

B. Characteristics of violations of this magnitude might include, but are not limited to, elements like:

1. Disguise;
2. Concealment;
3. Areas that are camouflaged and/or "hidden in plain sight";
4. Areas that show evidence of work, mounting or alignment that might or might not lead to normally unintended ramifications, even for what might otherwise consist of standard componentry, systems, etc.;
5. The failure of parts or systems that should not occur in the normal course of competition that might or might not lead to potential consequences elsewhere;
6. Things which allow for adjustability on the race vehicle in areas that should not otherwise be achievable when adhering to the Rules;
7. Violations conspicuous in their nature regardless of intent, whether operational or not.

12-5.3.6.1 P5 Penalty Violation Examples

Violation examples could include but are not limited to:

1. Effecting, modifying and/or altering the standard tires in any way, other than through authorized means such as tire pressure adjustments within the recommended range, permitted tire cooling when mounted on the race vehicle; or heat-cycling on the race vehicle on the race track earlier in the Event;
2. Effecting, modifying and/or altering the standard fuel in any unauthorized manner;
3. Unauthorized fuel storage capability aboard the race vehicle;
4. Combustion enhancing additives in the oil, oil filter, air filter element, etc.;
5. Compromises to the integrity or effectiveness of the following safety elements: fuel cell; fuel cell container; and/or pressurized lines running through the driver compartment; unless the compromise clearly resulted from race damage during that Event;
6. Major external engine components (i.e.; not part of the long block engine) such as intake manifold, oil pump, oil pan, that differ from what is required by the Rule Book (i.e.; original source if specified; material; configuration; alteration in areas not permitted; etc.);
7. Unapproved parts or system configuration of great importance (examples: rear suspension parts mounted and assembled in an unapproved manner so as to allow movement that should not otherwise be available; shock absorbers that show evidence of possible modification or alteration or have the wrong internal components);
8. Approved parts that are not properly installed or are made adjustable when not normally intended to be (e.g.; bracing in the trunk which alters the rear deck lid configuration and, in turn, alters how the rear spoiler is measured during inspection);

9. Approved parts that fail or are improperly installed to fail in their intended use of great importance (e.g.; rear wheel well panels that fail and allow air evacuation in the trunk area; oil box cover that fails and allows air evacuation in the driver compartment; shifter boot cover that fails and allows air evacuation through the floor pan);
10. Parts, systems, devices, omissions or component failures that could have an effect on what should otherwise be the normal airflow over the body of the race vehicle and/or required aerodynamic devices such as the rear spoiler, roof air deflectors, etc. (e.g.; repositioning a windshield; repositioning the rear window; altering the greenhouse; failure to maintain rear spoiler angle, other than due to crash damage);
11. Parts, systems, devices, omissions or component failures that could have an effect on the race vehicle's down force (e.g.; unauthorized undercarriage panels).

12-5.3.6.2 Minimum P5 Penalty Options

Minimum P5 Penalty will include a mandatory suspension as described below:

- Suspension for the next three (3) series Championship races, plus any non-Championship races or special Events which might occur during that time period, for the crew chief and any other team members as determined by NASCAR;

As an option, a P5 Penalty may also include any or All three (3) points below:

1. Loss of 20 Championship driver and 20 Championship owner points, irrespective of whether it was a Championship race or not;
2. Up to \$3,500 fine;
3. Probation through the end of the calendar year for all suspended members, or for a six (6) month period following the issuance of the Penalty Notice if that period spans across two (2) consecutive seasons.

12-5.3.6.3 P5 Level Infractions Detected During Post-Race Inspection

If the infraction is detected during post-race-inspection, then the following Penalty elements will be added to those listed above:

Loss of an additional 10 Championship driver and 10 Championship owner points; irrespective of whether it was a Championship race or not.

12-5.3.6.4 P5 Recurrence Multiplier

A. If a race team that already received a P5 Penalty then receives another P3, P4, or P5 Penalty during the same racing season, or within a six (6) month period following the most recent Penalty that spans across two (2) consecutive seasons, whether with or without the same driver and/or race team members, then the minimum for that latest Penalty will be increased by an additional 50%.

B. If a third violation in levels P3, P4 or P5 occurs during the timespans listed above, then the minimum for that latest Penalty will be increased by an additional 100%.

12-5.3.7 P6 Penalty Options

The Penalty includes the combination of ALL minimum elements listed below:

Violations resulting in P6 Penalties, in general, represent the expressly-forbidden areas of unauthorized activity such as violation of the NASCAR Testing Policy or in the race vehicle, including the internal workings and performance of the engine; Certified Race Equipment, Approved Chassis, including major safety systems designed to protect the driver, other competitors and fans; and other significant items such as technologies or evidence of technologies like nitrous oxide or traction control.

12-5.3.7.1 P6 Penalty Violation Examples

Violation examples could include but are not limited to those examples listed below in sub-sections 12-5.3.7.1.1 through 12-5.3.7.1.4.

12-5.3.7.1.1 Engine

A. Engine total cubic inch displacement above the maximum allowed or below the minimum required.

B. Compression ratio on any cylinder above the maximum allowed.

C. Long block engine and internal components that differ from what is required by the Rulebook (i.e.; original source if specified; material; alteration if not permitted; etc.) or fail to meet the minimum or maximum requirements (i.e.; dimensions; weight, etc.) or fail to meet the configuration requirements (i.e.; location, angle, etc.).

D. Unauthorized engine performance enhancement(s) such as nitrous oxide, whether operational or not; air entering the engine through means other than through the authorized air intake, or through means other than via the restrictor plate or tapered spacer when applicable; intake manifold failing a leak test; unauthorized pressure systems or componentry relative to the fuel system, whether operational or not.

12-5.3.7.1.2 Approved Chassis

Any unapproved modification to the approved chassis without prior notice to and approval by NASCAR, including major chassis safety systems designed to protect the driver, other competitors and fans. Such as failing to meet minimum wall thickness of the frame and/or roll bars.

12-5.3.7.1.3 Certified Race Equipment

Modifying, altering, repairing or changing Certified Race Equipment, or failing to maintain the integrity of the encryption or NASCAR certification verification(s) without prior notice to and approval by NASCAR.

12-5.3.7.1.4 Technologies

A. Traction control or traction control componentry, whether operational or not.

B. Onboard recording, receiving or transmitting devices, computers, telemetry, and so on, not approved in advance by NASCAR, whether operational or not.

12-5.3.7.1.5 Other P6 Level Infractions

Violation of the NASCAR Testing Policy.

12-5.3.7.2 Minimum P6 Penalty Options

Minimum P6 Penalty will include a mandatory suspension as described below:

- Suspension for the next three (3) series Championship races, plus any non-Championship races or special Events which might occur during that time period, for the crew chief and any other team members as determined by NASCAR;

As an option, a P6 Penalty may also include any or All three (3) points below:

1. Loss of 100 Championship driver and 100 Championship owner points, irrespective of whether it was a Championship race or not.
2. Up to \$5,000 fine.
3. Probation through the end of the calendar year for all suspended members, or for a six (6) month period following the issuance of the Penalty Notice if that period spans across two (2) consecutive seasons.

12-5.3.7.3 P6 Level Infractions Detected During Post-Race Inspection

If the infraction is detected during post-race-inspection, then the following Penalty elements will be added to those listed above:

A. Loss of any of the benefits of the finishing position in that race for driver and Car Owner including, but not limited to, as a tie-breaker per the Rule Book; for determining eligibility or position within future races (Championship; non-Championship; qualifying races; etc.); for programs such as the Leader Bonus; or for determining eligibility or position within series competitions.

B. Loss of any of the benefits of the starting position (including Pole Position, if applicable) in that race for driver and Car Owner including, but not limited to, for determining eligibility or position within future races or competitions.

12-5.3.7.4 P6 Recurrence Multiplier

A. If a race team that already received a P6 Penalty receives another P3, P4, P5, or P6 Penalty during the same racing season, or within a six (6) month period following the most recent Penalty that spans across two (2) consecutive seasons, whether with or without the same driver and/or race team members, then the minimum for that latest Penalty will be increased by an additional 50%.

B. If a third violation in levels P3, P4, P5, or P6 occurs during the timespans listed above, then the minimum Penalty for the third infraction will be increased by an additional 100%.

12-6 Penalty Notice

A. The Penalty Notice will state which NASCAR Member(s) receive which portion of a given Penalty relative to a given vehicle number for technical infractions in Levels P1 through P6.

B. Generally, Championship Car Owner points will be deducted from the Car Owner of record; Championship driver points will be deducted from the starting driver; fines will be assessed against the crew chief of record; suspensions and/or probation for technical infractions will be assessed against the crew chief and/or other crew members.

C. Suspensions and/or probation for technical infractions in Levels P1 through P6 will generally not be assessed against Car Owners or drivers.

D. In cases where the period of probation and/or suspension spans across two or more consecutive seasons, and the NASCAR Member elects not to renew his/her annual membership during that ensuing time period, then the remaining unserved period of probation and/or suspension will be applied if and when the Member is accepted by NASCAR for membership in the future.

12-7 Suspension

A. A suspension may be total or it may be limited to a suspension of membership and/or license privileges at a particular track or tracks, and/or for a particular series

of Events, and/or for one (1) or more NASCAR-sanctioned Series, and/or for a specified or indefinite period of time, and/or as otherwise determined by NASCAR.

B. Any special conditions for the suspension will be stated on the Penalty Notice.

C. All suspensions are with immediate effect.

D. In general, a Member who is suspended is not eligible to participate in person in any NASCAR-sanctioned activity, nor to enter restricted areas of an Event (e.g. garage, pits, spotter stand, victory lane, etc.) in which the competition or related activities take place.

E. If the Member holds a current NASCAR License or current NASCAR annual credential, that License or credential shall not be valid during the period of suspension.

F. Other NASCAR privileges will be suspended during the period of suspension. However, during the period of suspension, the Member is still bound by and subject to this Rule Book and all the obligations of a licensed NASCAR Member.

G. If the Penalty Notice states that a Member is "suspended from NASCAR" for a specified or indefinite period of time then the suspension shall apply to all NASCAR-sanctioned Events at all levels of the sport.

12-8 NASCAR Member Conduct

A. NASCAR membership is a privilege. With that privilege comes certain benefits, responsibilities and obligations. Correct and proper conduct, both on and off the race track, is a part of a Member's responsibilities. A Member's actions can reflect upon the sport as a whole and on other NASCAR Members. Ideally, NASCAR Members are role models for the many fans who follow this sport, regardless of the type of license a Member may hold, or the specific Series in which a Member may participate. Therefore, NASCAR views a Member's conduct, both on and off the race track, which might constitute a behavioral Rules violation under this Rule Book with great importance.

B. A Penalty issued for technical infractions are often based on exact technical measurements, tolerances and/or written specifications. However personal actions or omissions, other than behavior by a Member that might give rise to the issuance of a Penalty under Section 12 Violations and Disciplinary Action, are usually not.

C. In part, due to their individual nature, and the context in which they may have occurred, behavioral infractions do not lend themselves to a structure similar to that outlined in Levels P1 through P6 for technical infractions. However, when reviewing and making a determination about the more common behavioral actions that have arisen from time to time, NASCAR will generally refer to the Member Conduct Guidelines in this Section with regards to issuing a Penalty Notice or taking other action.

D. NASCAR expects Members to police their own behavior, attempt to resolve disputes with other Members, and generally act as a role model representing the sport. NASCAR, in its sole discretion, may call mandatory meetings with Competitors, and meetings may also be requested by Competitors. However, from time to time, a Member's action or omission may give rise for the need for NASCAR to step in, review the matter, and if necessary, take action to maintain the fairness of Competition and/or the integrity of the sport. This might include Race Procedure decisions under Section 9 Event Procedure, issuing a Penalty Notice under Section 12 Violations and Disciplinary Action, or both.

E. NASCAR Members shall not make or cause to be made a public statement and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age or handicapping condition.

F. NASCAR acknowledges that the nature of the sport of stock car racing involves hard and sometimes aggressive racing while contesting a position that could result in routine racing contact. If deemed as such, these are instances that would not normally result in further action by NASCAR.

G. In extraordinary circumstances, NASCAR may take whatever action it deems necessary to mitigate and/or rectify circumstances created by a Member's actions including, but not limited to, negating the results of a driver's performance and/or advancing a driver in the standings.

H. Certain behavioral infractions are zero-tolerance (e.g. substance abuse violations) and are described in greater detail elsewhere in the Rule Book. Most behavioral infractions fall under the broader heading of Actions Detrimental to the Sport.

I. NASCAR will generally refer to the following Member Conduct Guidelines when determining if any official action is required and, if so, what the scope of a Penalty Notice might include in most corresponding cases.

12-8.1 Member Conduct Guidelines

A. Member action(s) that could result in a mild enforcement action such as a meeting, warning, probation:

1. Heat-of-the-moment actions or reactions, either on or off the race track;
2. Member-to-Member confrontation(s) without physical violence (e.g. shoving match, or general "venting").

B. Member actions that could result in a \$300-\$1,000 fine and/or probation:

1. Disparaging the sport and/or NASCAR's leadership;
2. Verbal abuse of a NASCAR Official, media members, fans, etc.;
3. Intentionally damaging another vehicle under yellow or red flag conditions or on pit road with no one around.
4. Failure to complete media obligations as outlined in the applicable Driver and Car Owner agreements.
5. Failure to comply with NASCAR's COVID-19 Protocol Guidelines and/or instructions from NASCAR including screenings, social distancing, compartmentalization and use of required personal protective equipment, etc.

C. Member actions that could result in a loss of 6-12 Championship driver and car owner points and/or \$1,500-\$5,000 fine and/or up to a three (3) Race suspension, indefinite suspension, or termination:

1. Physical confrontation with a NASCAR Official, media members, fans, etc.;
2. Member-to-Member confrontation(s) with physical violence and other violent manifestations such as significant threat(s) and/or abuse and/or endangerment;
3. Attempting to manipulate the outcome of the Race or championship;
4. Intentionally wrecking another vehicle, whether or not that vehicle is removed from Competition as a result.

D. Member actions that could result in a loss of 20-100 Championship driver and car owner points and/or \$3,500-\$5,000 fine and/or up to a three (3) Race suspension, indefinite suspension or termination:

1. Targeting another driver who is in a highly vulnerable position, such as already stopped with window net lowered; or whose vehicle has already had one or more of its safety systems affected by crash damage, such as an exposed fuel cell, damaged roll cage, and so on.
2. Premeditatedly removing another Competitor from championship contention in a dangerous manner when not racing for position based on the available evidence and specific circumstances of the incident.
 - o Without limiting the scope, examples could include a Competitor "waiting" for another Competitor and then taking action; taking a trajectory with the vehicle not normally taken such as from pit exit directly up into a vehicle in the racing groove; clearly forcing another Competitor into the wall in an abrupt and unambiguous manner; and so on.

E. Member actions that could result in a fine and/or indefinite suspension, or termination:

1. Actions by a NASCAR Member that NASCAR finds to be detrimental to stock car racing or NASCAR.
2. Statement and/or communication made public (including social media platforms) that demeans, criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition.
3. Being charged with or convicted of significant criminal violations (e.g. Domestic Violence, Trafficking, Assault), or having had determinations rendered by criminal or civil authorities that in NASCAR's judgement necessitate action. NASCAR will not pre-judge guilt or innocence in the criminal or civil legal system, or the guilt or innocence of the Member, but rather review each matter in its own context and circumstances and with regards to its potential effects upon the sport.
4. Violation of NASCAR's Sports Gambling Policy.

F. Factors that NASCAR may consider when reviewing a matter might include:

1. When and where the incident(s) occurred;
2. The perceivable or potential ramifications to others and/or to the sport;
3. Available empirical data;
4. Member's past history;
5. Possible effects to fans, safety workers, crew members;
6. Any extenuating circumstances;
8. Was the explanation(s) plausible given the circumstances;
8. Was there an indication of genuine remorse or attempts to work things out with the other party(s) in a civil manner: and so on.

12-9 NASCAR Sports Gambling Policy

All NASCAR Members have an obligation to protect the integrity of the sport. Gambling on NASCAR Events by Members can pose a serious threat to the integrity of NASCAR, its stakeholders, and the industry as a whole. The integrity of NASCAR Competition remains our greatest asset. To protect the sport from corrupt influences, NASCAR's Sports Gambling Policy is outlined in this Section.

12-9.1 NASCAR Members Subject to Sports Gambling Policy

A. While NASCAR reserves the right to regulate any NASCAR Member gambling conduct related to NASCAR Events, NASCAR has an enhanced concern regarding the conduct of Competitors who actively compete and contribute to the on-track

NASCAR Competition. As such, NASCAR's Sports Gambling Policy applies to NASCAR Competitors holding the following valid NASCAR Series licenses:

- Competition – Driver
- Competition – Team Owner
- Competition – Crew Member
- NASCAR Official

B. NASCAR reserves the right to pursue legal or disciplinary action or to terminate one's membership based on gambling conduct even if the given individual is not listed in this Section.

12-9.2 Sports Betting

A. NASCAR Members shall not engage, nor attempt to engage, in any legal or illegal gambling activity (as defined below) relating to any Event:

- in which NASCAR is involved, including but not limited to, the NASCAR Cup Series, NASCAR Xfinity Series, NASCAR Craftsman Truck Series, and/or eNASCAR esports, or
- that in the judgment of NASCAR could represent the potential for a conflict of interest, unsportsmanlike conduct, or other action(s) detrimental to stock car auto racing or NASCAR.

This Rule applies to all gambling activities, including without limitation, those available in any gaming facility, casino, lottery gaming facility, Race track gaming facility, on the internet or electronically, or in all other establishments and locations. Gambling activity, for purposes of the above, is defined as placing anything of value at risk, financial or otherwise, in connection with a bet, wager, or Game of Chance.

B. NASCAR Members shall not instruct, cause, or enable other individual(s) to engage, or attempt to engage, in any legal or illegal gambling activity on an Event, as defined above, nor should they accept any money or thing of value stemming from another individual's legal or illegal gambling activity on an Event.

C. NASCAR Members shall not engage, nor attempt to engage, in any legal or illegal gambling activity relating to any off-track or other occurrences, actions, or proceedings concerning or related to NASCAR or its business, including but not limited to, team/driver signings, Race locations, disciplinary matters, eNASCAR esports participation or other proposition bets, nor should they accept any money or other thing of value stemming from another individual's legal or illegal gambling activity on any off-track occurrences.

D. NASCAR Members shall not instruct, cause, or enable other individual(s) to engage, or attempt to engage, in any legal or illegal gambling activity relating to any off-track or other occurrences, actions, or proceedings, as defined above.

E. NASCAR Members shall not promote any gambling sportsbooks that are not in compliance with all applicable laws and regulations relating to sports gambling within the United States.

12-9.3 Fantasy Games

A. Fantasy games, daily fantasy games, or free to play contests or any similar online contests in which the real-world performance of NASCAR Competitors determines the virtual performance and/or point total of a fictional racing team assembled by game participants, are defined as Games of Skill rather than gambling activity.

B. NASCAR Members are permitted to engage in daily and/or season long fantasy games or free to play contests relating to any Event in which NASCAR is involved, including but not limited to, the NASCAR Cup Series, NASCAR Xfinity Series, NASCAR Craftsman Truck Series, and/or eNASCAR esports Events, but shall not except prizes with a value in excess of \$250 (two hundred fifty dollars) total in any such fantasy games over the course of the NASCAR season, nor should they accept any money or other thing of value stemming from another individual's legal or illegal gambling activity on any off-track occurrences.

12-9.4 Fixing / Bribing / Collusion

A. NASCAR Members may not be involved with the offering, giving, acceptance or receipt of a bribe, gift, or any type of consideration, financial or otherwise, that could improperly influence, manipulate, or fix an Event:

- in which NASCAR is involved.
- That in the judgment of NASCAR could represent the potential for a conflict of interest, unsportsmanlike conduct, or other action(s) detrimental to stock car auto racing or NASCAR.

B. NASCAR Members may not participate in nor instruct, cause, or enable other individual(s) to engage in any on-track or off-track action that could improperly influence, manipulate, or fix an Event, as defined above.

C. NASCAR Members must give their honest and best efforts when competing in NASCAR Events and shall not engage, nor attempt to engage, in any intentional underperformance regardless of purpose, motivation, or incentive.

12-9.5 Tipping / Divulging of Information

A. NASCAR Members shall not directly or indirectly disclose, nor attempt to disclose, to any other individual or entity confidential information, information which

the NASCAR Member has obtained by virtue of his or her position within the racing industry, or any other non-public special knowledge or information for the purposes of enabling or facilitating gambling activity related in any way to Events in which NASCAR is involved or off-track actions.

B. NASCAR Members shall not request or support, nor attempt to support, any such provision of knowledge or other information, whether for their own gain or for the gain of others.

C. NASCAR Members shall not be involved with any such provision of knowledge or other information in situations where they know, or reasonably should know, that disclosure could contribute to improper use of such information in connection with sports betting.

12-9.6 Reporting Obligation

A. NASCAR Members are under a duty to report the following matters to NASCAR, without undue delay and unprompted, at the first available opportunity, via reporting@nascar.com or reporting.nascar.com or, if circumstances make utilization of reporting@nascar.com or reporting.nascar.com impractical, by directly reporting such matters to the Vice President and/or Senior Vice President, Competition:

- Attempted, requested, witnessed, or observed legal or illegal gambling activity or noncompliant involvement with Games of Skill relating to any Event:
 - in which NASCAR is involved.
 - That in the judgment of NASCAR could represent the potential for a conflict of interest, unsportsmanlike conduct, or other action(s) detrimental to stock car auto racing.
- The offering, giving, acceptance, and/or acceptance or receipt of a bribe, gift, or any type of consideration, financial or otherwise, that could improperly influence, manipulate, or fix an Event, as defined above.
- Attempted, requested, witnessed, or observed disclosure of confidential information, information which a NASCAR Member has obtained by virtue of his or her position within the racing industry or any other non-public special knowledge or information for the purposes of enabling or facilitating gambling activity related in any way to NASCAR Events or off-track actions.
- Any activity known, suspected, or anticipated to be noncompliant with NASCAR Sports Gambling Policy.

B. NASCAR Members are under a duty to report the above matters to NASCAR, without undue delay and unprompted, at the first available opportunity, whether they are directly involved with the matter or should have reasonably been aware of the matter. This provision applies to any NASCAR Member who should reasonably be aware of attempted, witnessed, or suspected Rules violations related to affiliated Competitors.

12-9.7 Investigation Obligation

NASCAR Members are obligated to cooperate and affirmatively participate in any league investigation of a violation of the Rules whether the investigation stems from a report submitted by that person and/or whether he or she is the subject, witness, or even a person of interest in the investigation.

12-9.8 Disciplinary Action

NASCAR reserves the right to issue Penalties to any Member (regardless of license type) for violations of its Sports Gambling Policy under Section 12-8.1 NASCAR Member Conduct Guidelines via the procedures set forth in Section 12-1 General Procedure, should the conduct of such Member, in the judgment of NASCAR, represent the potential for a conflict of interest, unsportsmanlike conduct, or other action(s) detrimental to stock car auto racing or NASCAR.

12-9.9 Competition Reinstatement

A. NASCAR shall send the suspended NASCAR Member a letter containing the terms and conditions for consideration of reinstatement of the NASCAR Member's NASCAR license.

B. If the NASCAR Member wishes to have NASCAR lift the suspension, the NASCAR Member must agree to NASCAR's terms and conditions.

C. Under the terms and conditions of reinstatement, a designated Program Administrator (PA) will facilitate an evaluation for the Reinstatement Program by coordinating an evaluation with the appropriate professional for advising on creation of a Reinstatement Plan.

D. When a NASCAR Member has, to the satisfaction of the PA, completed the requirements set forth in the letter, the NASCAR Member is eligible for reconsideration of reinstatement of a NASCAR license.

12-10 Other NASCAR Penalties

A. NASCAR may also issue other types of Penalties as it deems fit for the orderly conduct of the sport that fall outside the scope of this Section. Those include areas such as but not limited to:

1. Race Procedure Penalties issued during the running of a Race (pit road speed violation; pitting outside the box or pit service area; working under a red flag; etc.).
2. Other Event-related Penalties listed on the NASCAR Pit Road Procedure Card or elsewhere in this Rule Book (engine change during the Event, etc.).
3. Lap or Time Penalties specified in sub-section 9-11 Lap or Time Penalties.
4. Administrative Penalties (insufficient funds; invalid credit card information; etc.).
5. Penalties issued relative to the Appeals Process (member held "in contempt"; failure to appear and or testify; etc.).
6. Emergency Actions specified in sub-section 12-2 Emergency Actions.

B. Penalties in these areas are not appealable in any case. Only Penalties issued relative to this Section via a Penalty Notice may be appealed.

SECTION 13 - PROTESTS

13-1 General Procedure

A. If a Competitor believes by some action that another Competitor has or will obtain a significant unfair competitive advantage that is in violation of the NASCAR Rules, that Competitor may protest such action to the Series Director.

B. The protest must be made in writing by the Competitor (or his/her crew chief) within 20 minutes after the checkered flag is displayed signifying the completion of the Race.

C. Each individual protested part(s) or component assembly(s) shall be accompanied by a \$500.00 protest fee.

D. The Series Director shall decide whether the matter is subject to protest and 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 other Competitors.

E. The decision that a matter is not subject to protest is final and non-appealable.

F. The Series Director shall settle the protest as promptly as possible and shall inform the parties to the protest of the decision.

G. In deciding the protest, the Series Director 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.

13-2 Matters Not Subject to Protest

Protests will not be accepted that are directed to a decision of a NASCAR Official or Supervisory Official on any subject not specifically provided for in these rules. Such subjects include, but are not limited to, timing and scoring decisions (except as set forth in Section 11), inspection decisions and Race procedure decisions.

13-3 Protest Review Procedures

A. If either of the parties do not accept the decision of the Series Director, the written protest shall be forwarded by the Series Director, along with the Race report and the protest fee, to the Managing Director, Touring Series unless the decision of the Series Director was that the matter was not subject to protest, in which case the decision is final and not subject to further review. The Managing Director, Touring Series shall then conduct whatever inquiry the Managing Director, Touring Series deems appropriate, which may include contacting the parties to the protest before making a decision. If either party desires a hearing before the Managing Director, Touring Series, the party shall request such a hearing in writing and forward an additional \$500.00 non-refundable hearing fee, by certified check or money order payable to NASCAR. Written requests for hearings to the Managing Director, Touring Series may not be submitted electronically. Requests for a hearing by fax, e-mail, or telephone will not be accepted. To initiate any hearing to the Managing Director, Touring Series, a NASCAR Member must submit the written request and hearing fee by delivering the written request and initiation fee by hand, U.S. Mail, or overnight courier (e.g., UPS) to the Managing Director, Touring Series, Post Office Box 2875, Daytona Beach, FL 32120-2875 (hand and Express deliveries should be delivered to One Daytona Blvd., Daytona Beach, FL 32114). The submitting party must retain proof of submission and delivery confirmation. Upon request of the Managing Director, Touring Series, the submitting party must provide copies of all such proof and confirmation.

B. The Managing Director, Touring Series will conduct a hearing at the earliest practicable date, notifying the parties of said hearing. The date and place of the hearing will be determined solely by the Managing Director, Touring Series.

C. The parties may appear in person, by telephone, or by video-conference in hearings before the Managing Director, Touring Series, subject to approval by the Managing Director, Touring Series. The parties will have the right to appear on

their own behalf and to present witnesses and documentary evidence but may not appear through a representative or legal counsel or have a representative or legal counsel present during any testimony.

D. Hearings before the Managing Director, Touring Series will be conducted according to the procedures set forth by the Managing Director, Touring Series for the hearing. After conducting the inquiry, or holding the hearing, the Managing Director, Touring Series will determine the merits of the protest (if permissible and properly made) and will take whatever action or order whatever remedy the Managing Director, Touring Series deems appropriate. The party losing the protest shall pay all costs incurred by NASCAR in connection with the protest. If the protest is sustained, the protest fee (but not the additional hearing fee, if any) will be returned to the protesting Member. If the protest is not sustained, the protest fee (and the additional hearing fee, if any) will be forfeited to NASCAR, and the other party to the protest shall be compensated for an amount not to exceed \$500.00 for any costs incurred in connection with the protest, such amount to be paid from the protest fee. The decision of the Managing Director, Touring Series regarding any protest (except to the extent there is an imposition of a penalty within the meaning of Section 12) IS FINAL, NON-APPEALABLE AND NON-LITIGABLE.

SECTION 14 - APPEALS TO THE NATIONAL MOTORSPORTS APPEALS PANEL

14-1 Purpose, Scope and Jurisdiction.

A. Participating in the sport of stock car racing as sanctioned by NASCAR is a privilege for all NASCAR Members.

B. Through this Rule Book, as well as NASCAR special rules, Bulletins and/or any applicable agreements to which NASCAR is a party, NASCAR promulgates Rules that create safer, fair and orderly motorsports Events. During the course of these Events, NASCAR's responsibility is to ensure that the Rules are enforced in a fair, but decisive manner, and when warranted, to penalize those who violate the Rules.

C. NASCAR recognizes the right of a Member to appeal a NASCAR Penalty Notice issued to a Member for violations of these Rules or a revocation of Membership, unless otherwise provided in these Rules.

D. If a Member wishes to appeal a Penalty Notice or Membership Revocation issued by NASCAR to the Member, that Member must file an appeal with the National Motorsports Appeals Panel ("Appeals Panel") in accordance with these Rules. The Appeals Panel provides Members with an impartial and meaningful opportunity to appeal a NASCAR Penalty Notice. Further, the Member is entitled to a second and Final Appeal of the Appeals Panel's decision to the Final Appeals Officer ("FAO") pursuant to the provisions of Section 15 Final Appeal to the National Motorsports Final Appeals Officer. If for some reason prior to the lapsing of the filing deadline a Member wishes to affirm that he/she will not appeal a given Penalty Notice, then that Member and all parties named in the associated Penalty Notice may formally waive their respective appeals right for that Penalty.

E. The Appeals Panel has exclusive jurisdiction to:

1. Hear and consider all appeals of any NASCAR Penalty Notice issued in accordance with Section 12 of this Rule Book;
2. Hear and review any decision by NASCAR to deny, suspend or terminate any NASCAR membership and/or license. A specific denial, suspension, or termination of membership may be appealed only once under Section 14 and, if applicable, under Section 15, and it may only be appealed in accordance with the same filing deadline and other stipulations in this Section that pertain to appealing a NASCAR Penalty Notice. If a subsequent request for membership or reinstatement of membership for the same matter is again denied by NASCAR, such subsequent denial is not grounds for further appeal.

F. The scope of each appeal is limited to the facts and circumstances surrounding the violation and the proper application of the NASCAR Rules as they relate to the facts. Any speculation as to the impact of a Penalty Notice and/or of an Appeals Panel Decision on a Member or race team (e.g., economic hardships, contractual obligations, etc.) is outside the scope of the Appeals Panel's authority and is not to be considered as part of the appeal.

G. Each Appeal shall pertain to individual(s) conduct that results in an overall Penalty. A Penalty Notice may consist of a number of separate Rules that may be cited in the Penalty Notice as well as multiple elements (e.g. fine, points deductions, suspensions, etc.). For example, the overall Penalty may consist of separate elements that are issued as one Penalty Notice to the car owner regarding car owner points, another Penalty Notice to the driver regarding driver points, another to one or more crew members, etc. However, they all pertain to the accountability for the same conduct leading to those infractions and overall Penalty; therefore, all the infractions and multiple elements would all fall within the scope of the same Appeal. In cases where there are multiple elements to the Penalty, the Appellant(s) may elect to appeal all or some of the elements of the Penalty.

14.2 Appeals Panel Members

The members of the Appeals Panel for 2024 are:

Lee Baumgarten	Hunter Nickell
John Capels	Dale Pinilis
Chuck Deery	Cathy Rice
Tom DeLoach	Shawna Robinson
Laurel Farrell	J. Kirk Russell
Richard Gore	Jay Signore
David Hall	Mike Skinner
John Horton	Jimmy Smith
Kelly Housby	Lake Speed
Dixon Johnston	Lyn St. James
Bill Lester	Kevin Whitaker
Steve Lewis	Steve York

Additional Panel Members may be named during 2024 by means of a Rule Book amendment and/or NASCAR Bulletin.

14-3 Appeals Administrator / Department of Appeals

A. The Appeals Administrator (“Administrator”), who administrates the appeals process, is a non-voting staff member from the Department of Appeals and charged with the duty of organizing and running all levels of the appeals process.

B. For a given Appeal, either the senior member of the Department or the Department members who is otherwise readily available under the circumstances shall serve as the Appeal Administrator for that Appeal. The role of the Administrator is to perform the tasks and responsibilities outlined in this Section so as to provide for a fair and impartial Appeal Hearing. Among other things, that includes sending the following materials to the Appeals Panels members selected for that Hearing, to the Appellant(s), and to NASCAR:

1. A copy of the Penalty Notice issued by NASCAR;
2. Notice of a scheduled hearing at least 48 hours before the hearing, except in the case of an expedited appeal or in special circumstances in which both parties agree in advance to a lesser notification period;
3. A list of potential witnesses to be called by the Appellants(s) and NASCAR at least 24 hours in advance of the hearing and, if applicable, any updated list of potential witnesses to be called by NASCAR and/or the Appellant(s) as soon as possible after the deadline for submitting updated witness lists; during the hearing, neither the Appellants nor NASCAR are required to call each and every, or any witnesses, who are listed on their respective final witness lists;
4. Copies of all Appeal Summaries (as may be provided by the Appellant(s) and/or NASCAR) at least 24 hours in advance of the hearing;
5. A copy of a sample Decision Form to either or both of the parties, if requested;
6. The Administrator shall also make sure to facilitate any logistical needs for the hearing and respond to any specific questions the Appellant(s) or NASCAR may have about the appeal process.

C. To gain experience in an actual hearing setting, a new or less-experienced member of the Department of Appeals may observe during Appeal Hearings conducted under this Section and/or Section 15 as a non-participant but would be bound by the same confidentiality as participants. If applicable, both parties will be notified prior to the Hearing that a Department of Appeals member will be observing in this capacity.

14-4 NASCAR Member’s Appeal Rights

NASCAR Members have the following procedural rights with respect to the Appeal Hearing:

A. Notice of scheduled hearing no later than 48 hours before the hearing, unless otherwise provided herein;

B. List of potential witnesses and, if applicable, updated lists of potential witnesses to be called by NASCAR

C. To present evidence and favorable witnesses who have agreed in advance to testify on the Appellant’s behalf, subject to the reasonable discretion of the Appeals Panel;

D. To be present while NASCAR presents witnesses, evidence and rebuttal at the Hearing;

E. Presumption of innocence. When an appeal is before an Appeals Panel, the burden rests on NASCAR to show that it is more likely than not that a violation of the NASCAR Rule Book, special rules, Bulletins or any applicable agreements to which NASCAR is a party has occurred, and that the Penalty Notice issued is within the Guidelines of the NASCAR’s Rules;

F. To have his/her hearing limited to the infraction(s) specified in the Penalty Notice.

G. To have a written statement of the Appeals Panel’s decision provided by the Administrator specifying whether or not the Panel affirms the Penalty Notice or penalty assessed and any right of appeal thereafter; and

H. To further appeal the decision of the Appeal Panel to the FAO, per Section 15 Final Appeal to the National Motorsports Final Appeals Officer.

I. Presumption of Correctness in the decision of the Appeals Panel. If and when a Final Appeal is made by the Appellant(s) to the FAO under Section 15, the burden shifts from NASCAR to the Appellant(s) to show the Appeals Panel ruled contrary to the NASCAR Rules.

14-5 Expedited Appeal Procedures

A. Fairness may demand that an appeal is expedited to finalize decisions before or during The Championship or in other rare circumstances. An already scheduled Appeal Hearing from the same or other Appellants may be superseded by an Expedited Appeal Hearing and rescheduled if necessary.

B. NASCAR may make a request to the Administrator for the appeals process described in Section 14 Appeals to the National Motorsports Appeals Panel and, if applicable, Section 15 Final Appeal to the National Motorsports Final Appeals Officer to be expedited.

C. If the Administrator grants the request, the Administrator shall send the Member and NASCAR an Expedited Appeal Notice, containing:

1. The expedited deadline the Member has to file for an appeal;
2. If filed, when the hearing date would tentatively be;
3. A written witness list does not need to be provided but both parties are to inform the Administrator in advance of the expedited hearings of what witnesses will potentially be called to testify of their behalf;
4. If a Member receives an Expedited Appeal Notice, it does not mean that the Member must file an Appeal. Rather it lays out the special requirements that apply if the Member elects to appeal the Penalty Notice.
5. To file an appeal, the Appellant(s) must meet the deadline provided in the Expedited Appeal Notice;
6. If a Member receives an Expedited Appeal Notice, the Member should contact the Department of Appeals at appeals@nascar.com immediately to discuss expedited procedures and requirements if the Member(s) is interested in filing an Appeal;
7. If the decision of the Appeals Panel in an Expedited Appeal under Section 14 Appeals to the National Motorsport Appeals Panel is later appealed to the FAO under Section 15 Final Appeal to the National Motorsports Final Appeals Officer, then that Final Appeal shall also be expedited.

14-6 Filing for Appeal

If any NASCAR Member wishes to initiate an appeal of a Penalty Notice, he or she may request an appeal hearing before an Appeals Panel by submitting a written request to the Department of Appeals. The written request must:

A. Identify the applicable Penalty Notice and state the reason for the appeal;

B. If available at that time, include a list of any and all intended or potential witnesses who agree in advance to testify on your behalf and potentially be called to testify at the hearing; the Appellant may submit and/or update the witness list at any time up to 24 hours in advance of the hearing by notifying the Administrator; all witnesses must be identified on the witness list by name and affiliation or title. Witnesses who do not meet the criteria (i.e.; who have not agreed in advance to testify on your behalf) will not be accepted and cannot serve as witnesses on your behalf during the Hearing;

C. Include any request for temporary deferral of the Penalty or portions of the Penalty pending an appeal hearing. Deferral of the Penalty request must be for a penalty that is, in fact, allowed to be temporarily deferred under the NASCAR Rules, since some penalties may not be deferred, such as, substance abuse penalties. In general, but without limitation, Penalties related to charges of violent crime, trafficking, endangerment, and the like are not deferred. Deferral is not automatic and is not considered unless requested at the time of filing for the Appeal;

D. Send the appeal request to the Department of Appeals within three (3) business days of the issuance of the Penalty Notice, unless it is an expedited appeal. In computing the three (3) business days, the date of issuance of the Penalty Notice is not to be included, and the three (3) business days begin on the date after issuance. If the Penalty Notice includes an "effective date" which is different from the date of issuance of the Penalty Notice, the three-business-day filing deadline will nonetheless be based on the date of issuance of the Penalty Notice, not on the basis of the effective date. The three (3) business day filing period expires at 5:00 pm Eastern Time on the third day. Once the three (3) business day period for filing has expired, there is not right to appeal and any request for an appeal for that penalty Notice filed after that time will be rejected. All expedited appeal requests must comply with the filing deadline stated in the Expedited Appeal Notice;

E. Include a \$500.00 non-refundable appeal filing fee made online by credit card at: <http://appealfees.nascar.com>. **Note:** When filing online, if the Penalty pertains to a race vehicle, the fee should be filed relative to that vehicle number. However, if the Penalty pertains to the actions of an individual Member (e.g. behavioral violation; substance abuse violation, etc.) then the fee should specifically be filed relative to that Member. The deadline for filing the fee is the same as the deadline for filing the appeal in all cases, whether or not the appeal is expedited.

- F. The written request must be submitted electronically by email per the following:
1. E-mail submissions shall be sent to the Department of Appeals at the following address: appeals@nascar.com. The payment for email submissions must be made online by credit card at: <http://appealfees.nascar.com>.
 2. The request submission will not be treated as accepted until the appeal filing fee is received at NASCAR. If the request does not comply with requirements of this Section, it will be treated as incomplete and void. All Expedited Appeal filing fees must comply with the filing deadline stated in the Expedited Appeal Notice and be submitted electronically.
- G. The Department of Appeals will acknowledge receipt of the appeal request by return email at the earliest convenience. If the Member does not receive such acknowledgement in a timely fashion during normal business hours, the Member should call the NASCAR Office in Daytona Beach (386)- 310- 5000 and request to be connected to the Department of Appeals.
- H. The Appeals Administrator who is handling this appeal request may designate an alternate delivery option in special cases, in his/her sole discretion.

14-7 Scheduling of Hearing Date, Deferral of Penalty; Cost Bond; Postponement of Hearing; Withdrawal of Appeal

A. Upon receipt of a valid request for an Appeal, the Administrator shall set a hearing date at an appropriate time and place as determined in his or her discretion. When necessary, the Administrator may schedule hearings and/or testimony to occur by telephone (non-speaker, except in the hearing room) or video conference or some combination of these methods. While the Administrator has complete discretion in scheduling an appeal hearing, such hearings should, as a general matter, be heard within 30 days of receipt of the request for an appeal and the appeal filing fee. The Administrator must send email notice of the hearing at least 48 hours in advance to the Appellant(s) and to NASCAR, unless it is an expedited appeal, or as otherwise provided herein.

B. Once an appeal request is received, the Administrator shall select from the list of Appeal Panel members three Panelists to serve on the hearing. In seating an Appeals Panel, the Administrator shall take into consideration the panelists' availability, background, professional experience and knowledge. If a named Panelist becomes unavailable to serve after being named, the Administrator will name another Panelist to serve on the hearing instead. The Administrator will also:

1. Determine whether a deferral of the Penalty or elements thereof is appropriate pending the hearing;
2. Forward a copy of the Appellate request to the Appeals Panel members with the Hearing Notice.

C. In scheduling a hearing, the Administrator will contact both parties in advance of scheduling to determine the earliest practical date, time, and location for the hearing, but the decision of where and when to conduct the hearing is solely at the discretion of the Administrator. If ongoing conflicts or postponements delay the ability to schedule a hearing in a timely fashion the Administrator may make any adjustments necessary in accordance with the Rule Book to Convene the hearing and resolve the matter. Such adjustments may include, but are not limited to, changing the location; changing the format to a videoconference, teleconference or partial teleconference (none of which would constitute a violation of Section 14-4); changing the named Panelists; and/or changing planned testimony from one or more witnesses to written or video statement in lieu of personal appearances.

14-7.1 Deferral of Penalty

A. After reviewing the written request for penalty deferral, the Administrator may determine whether the Penalty or elements of the Penalty shall be temporarily deferred until the appeal hearing has been conducted.

B. Series Championship Points, both Car Owner/Driver, penalties may not be deferred, and if the Appellant(s) prevails in the appeal, the practice is to restore points unless otherwise determined by the Appeals Panel.

C. The Administrator shall have no authority to defer penalties for violations in which the NASCAR Rules expressly exclude eligibility to defer pending appeal (e.g. substance abuse penalties).

D. If the Administrator temporarily defers the Penalty or portions of the Penalty, but later the Appeals Panel upholds the original penalty in whole or in part, it may reinstate the original Penalty from the date of the appeal decision, or take such other action as it deems appropriate to effectuate in whole or in part the penalty, including without limitation, dis-allowance of finishing position, points and/or prize money otherwise earned in any Event during the period of temporary deferral of the penalty. For example, if the deferral included a suspension which was upheld by the Panel, then the suspension would normally commence from the conclusion of the hearing. If portions of a multiple-race suspension had already been served prior to the hearing, or if a deferral had been granted after part of the suspension had already been served, the balance of the suspension would normally commence immediately after a Panel upholds the Penalty.

E. All temporary penalty deferral decisions for each level of hearing are in the sole discretion of the Administrator. A deferral issued under this Section 14 expires upon the conclusion of the Appeal Panel hearing and does not automatically carry over to a Final Appeal under Section 15.

14-7.2 Cost Bond

A. The Administrator may require the Appellant(s) to post an adequate bond to cover the costs of the appeal or any reasonably foreseeable economic harm to the Appeals Panel, NASCAR, NEM or other NASCAR Members that might be caused by the appeal.

B. Failure to post a required bond prior to the commencement of the hearing may invalidate the Appellant's request to appeal.

14-7.3 Postponement of the Hearing

If necessary, the Administrator may postpone an already scheduled hearing. The Administrator will contact both parties to determine the next earliest opportunity to conduct the hearing and advise all parties in writing of the rescheduled date/time/location as applicable. The decision of where and when to conduct the rescheduled hearing is solely at the discretion of the Administrator.

14-7.4 Withdrawing an Appeal

A. At any time prior to the scheduled commencement of the hearing the Appellant(s) may withdraw the appeal by notifying the Administrator in writing and email to appeals@nascar.com.

B. Such withdrawal concludes the Appellant's right to appeal that Penalty Notice under the Rule Book. Once withdrawn, an appeal request cannot be re-filed. Any deferrals that had been issued by the Administrator relative to that appeal become immediately null and void.

C. If the timing of the withdrawal results in costs being incurred (i.e.; non-refundable travel expenses) on the part of the Administrator, the Department of Appeals, and/or anyone scheduled to participate in the hearing, then the Appellant(s) will be subject to reimbursing those costs. The Administrator will determine if any costs apply and, if so, instruct NASCAR to bill the Appellant accordingly.

D. The appeal filing fee is non-refundable.

14-8 Conflict of Interest

A. NASCAR recognizes that for Appeals Panelists to be knowledgeable about motorsports that they may be part of the racing community and may have a variety of relationships throughout the industry. Yet, it is of extreme importance to NASCAR that its Members and the public have confidence in the integrity and impartiality of NASCAR's appeal process, and each Panelist considered for a Panel is asked to discuss any potential conflict they perceive, regarding their service on a Panel, with the Administrator.

B. If the Appeals Panelist concludes that a conflict exists or there is an appearance of a conflict, the Panelist will notify the Administrator and be replaced by the Administrator with another Panelist, and all parties will be notified.

C. A conflict of interest may consist of, but is not limited to, financial relationships with any of the parties, and a current or historical working or business relationship with any one of the parties.

D. A conflict or the appearance of a conflict does not exist simply because the Panelist and parties know each other and have worked together; rather, the relationship must be of a nature that makes it difficult for the Panelist to render an impartial decision.

14-9 Appeal Summaries

A. In order to assist Appeals Panelists to have a better understanding of the issues to be addressed at a hearing, both parties may file with the Administrator a brief written summary presenting their case in the appeal ("Appeal Summary"). Neither party is required to submit an Appeal Summary for a hearing, but a summary may be submitted by either party.

B. If a decision is made to file an Appeal Summary, the Summary shall be sent to the Administrator electronically by email at the appropriate address listed in subsection 14-6F Filing for Appeal, and it must meet the following requirements:

1. May not be longer than two pages (standard-size letter paper, Times New Roman size 12 font, single spaced);
2. The summaries may also have attachments or appendices which may include, but are not limited to video, written statements, diagrams, photographs, charts, etc. in addition to the maximum two-page summary.

C. Must be filed with the Administrator by the deadline of 5:00 pm eastern time two (2) business days immediately preceding the beginning of the hearing, unless the Administrator determines that the scheduled time of the hearing necessitates an adjusted deadline.

D. Any summaries filed after the deadline will not be accepted. During expedited appeal proceedings, time requirements will make the preparation of voluntary summaries burdensome for both parties, therefore, summaries are not permissible.

E. Appeal Summaries must honor the spirit of the NASCAR Appeals process, in that the summary will be a precise and fact-based description of the party's perception of the facts and does not resemble a formal legal document. The summary may not contain any misrepresentations or personal attacks on any individuals involved in the matter.

F. The Administrator shall distribute Appeals Summaries to the Appeals Panel and shall also provide a copy to the other party not less than 24 hours in advance of a hearing, unless it is an Expedited Appeal.

G. Appeals Summaries shall be confidential and not released to the public by either party or shared or discussed via social media in any manner, whether in whole or in part. Release to the public may result in a penalty. If the Decision of the Appeals Panel is subsequently appealed to the FAO, then the Appeal Summaries will be sent by the Administrator to the FAO in advance of the Final Appeal for his review. New or revised Appeal Summaries are not to be permitted for a Final Appeal.

14-10 Authority of Appeal Panelists

A. If not otherwise addressed in the Rule Book, Appeal Panelists have the authority to define the scope of relevant testimony, what is admissible or non-admissible, to limit or extend questioning or to seek input from others. By way of example, if a party calls multiple character witnesses, each of whom presents substantially the same information as others, then the Panel may limit additional witness testimony to witnesses who have new or different information to provide.

B. Appeals Panelists may ask questions from any parties or witnesses present, at any time during the hearing.

C. Panelists are to make findings and render a decision based on the evidence and within the guidelines of the NASCAR Rules.

D. They are to deliberate in private during the Deliberation Phase in Section 14-15.1.

14-11 Authority during a Hearing to Summon Additional NASCAR Members to Testify

A. The Appeals Panel may direct the Administrator to summon any Member to testify during a hearing. However, neither NASCAR nor the Appellant(s) shall request the Panel or the Administrator to summon any Member.

B. In the discretion of the Panel, the summons may be for a Member to appear in person or via telephone per the Rules in this section.

C. Any Member who is summoned to testify and refuses or fails to appear and/or testify may be subject to disciplinary actions as deemed appropriate by NASCAR, including indefinite suspension or termination of their NASCAR Membership.

D. If the Appeals Panel finds a Member and/or the Appellants(s) and/or the NASCAR Officials to be "in contempt" during a hearing, which may be the result from, but is not limited to, such Member's unwillingness to cooperate by providing complete and truthful testimony to the best of his or her knowledge, failing to follow procedures, and/or being disruptive or threatening, then that person may be subject to disciplinary action as deemed appropriate by NASCAR.

14-12 Appearance of Parties

A. NASCAR Members, whether a party to the appeal or a witness to the incident in question, may appear in person, by telephone (non-speaker phone, except in the hearing room), or by videoconference in hearings before the Appeals Panelists, subject to approval by the Administrator, or may provide written, oral or video testimony. However, a witness for either party may also be a non-Member.

B. The Appellant(s) may not appear through a representative or legal counsel or have a representative or legal counsel present during any portion of the hearing or testimony.

C. NASCAR Officials in the hearing may not be represented by legal counsel or have legal counsel present during any testimony.

D. Both parties may be in the hearing room to hear both sides present evidence and during rebuttals. A party to the hearing is defined as:

1. The individual(s) named in the Penalty Notice(s); if more than one individual is named in the Penalty Notice then not all named individuals must attend, but at least one (1) party named in the penalty Notice must attend and present the Appellant(s)'s side of the appeal.
2. If the infraction is a P1 – P6 Penalty of a racing vehicle and the car owner of that racing vehicle is not named in a Penalty Notice (e.g.; P1 Penalty against the team; fine with crew chief named only) or chooses not to appeal his/her portion of the overall Penalty, the car owner may also be in the room as a party; and
3. One NASCAR Official who presents NASCAR's side of the appeal.

E. If appearance by telephone (non-speaker phone, except in the hearing room) or video conference is approved by the Administrator, the party or parties (but not witnesses) appearing by telephone shall be permitted full access to the hearing, in its entirety, except the private deliberations of the Panelists.

F. Recording of the proceedings by any party, NASCAR, the Administrator, and/or witnesses, is prohibited whether appearing in person or via telephone or video-conference.

14-13 No Communications with Appeals Panelists Outside of Hearing

No Member, Competitor, team owner, car owner, vehicle sponsor or other representatives of the Appellant(s) or the NASCAR Officials involved, may contact or discuss the subject matter of the appeal with any Appeals Panelists outside of the hearing. This includes prior to, during, and after the hearing.

14-14 Order of Proceedings

A. The Administrator will ensure that the proceedings are executed in a timely and appropriate manner. Unless otherwise set forth by the Administrator, the hearing shall proceed in the following manner:

1. Administrator calls proceedings to order;
2. Witness may be present in the hearing room and/or on teleconference and/or on videoconference during the opening instructions;
3. As part of the opening instructions, the Administrator reads the penalty and basic facts of the violation and provides a brief explanation about how the hearing will be conducted;
4. At the conclusion of the opening instructions, all witnesses are dismissed until called upon to individually testify.

B. The Appeals Administrator may choose to invoke the Witness Rule if special circumstances warrant. Unless invoked, all witnesses not a party to the proceeding must remain outside the Panel hearing room until individually called to testify and not discuss their testimony with anyone. Following a witness's testimony, that witness leaves the hearing room prior to the next witness being called. In either case, parties to the hearing per sub-section 14-12 Appearance of Parties may remain in the hearing room to hear both sides present evidence and rebuttal.

C. If during the hearing NASCAR or the Appellant(s) distribute handouts, project slides, graphs, PowerPoint presentations, or the like on a screen, then they should bring a sufficient number of hard copies of same so that each party to the hearing (as defined in 14-12.d) receives a copy while the distribution or presentation is being made. Such material is confidential and not to be shared with anyone outside of the hearing.

D. Since NASCAR has the burden of proving its case, NASCAR presents evidence, witnesses, etc. first. Such presentation is not to be interrupted by the Appellant(s); conversely, NASCAR cannot ask questions directly of the Appellant(s).

E. At the conclusion of NASCAR's presentation, the Appellant(s) presents evidence, witnesses, etc. Such presentation is not to be interrupted by NASCAR; conversely, the Appellant(s) cannot ask questions directly of NASCAR.

F. After both sides have made their presentations, a brief huddle period will be allowed during which the hearing is paused, and both parties may leave the room to coordinate with their respective sides in preparation for rebuttals. The Administrator will determine the time allotted for the huddle period, but it will generally be fifteen minutes in duration. Following the huddle period, the hearing will reconvene and move into optional rebuttals as follows.

G. At the conclusion of the Appellant(s) presentation, NASCAR, at its discretion, is permitted an opportunity for Rebuttal. Such Rebuttal may also include recalling any of NASCAR's witnesses or providing information that clarifies evidence that NASCAR had previously presented. Such Rebuttal is not to be interrupted by the Appellant(s); conversely, NASCAR cannot ask questions directly of the Appellant(s) during Rebuttal; Subject to the Appeal Panel's discretion, new evidence or unscheduled witnesses may be permitted only to directly rebut assertions or evidence arising from the Appellant(s) presentation.

H. At the conclusion of NASCAR's Rebuttal, the Appellant(s), at their discretion, is permitted an opportunity for Rebuttal. Such Rebuttal may also include recalling any of Appellant(s)'s witnesses or providing information that clarifies evidence that the Appellant(s) had previously presented. Such Rebuttal is not to be interrupted by NASCAR; conversely, the Appellant(s) cannot ask questions directly of NASCAR during Rebuttal; Subject to the Appeal Panel's discretion, new evidence or unscheduled witnesses may be permitted only to directly rebut assertions or evidence arising from NASCAR's Rebuttal.

I. Since NASCAR carries the burden of proof at this level of appeal, then at the conclusion of the Appellant(s) Rebuttal if the Appellant(s) offers one, NASCAR shall be permitted as the last to argue, explain or present rebuttal on the facts and violation to the Appeals Panel, without interruption by the Appellant(s) and without the ability of NASCAR to ask questions directly of the Appellant(s).

J. Appeal Panel members may ask questions of either party or any witnesses at any time during the presentations, Rebuttals, or NASCAR's final presentation.

K. During the hearing, the Appellant(s) and the NASCAR Official presenting NASCAR's case may text or email questions back and forth with others on their side, however, not with third parties or in any fashion that would violate the confidentiality of the hearing.

L. Before moving to the Deliberation Phase of the hearing, the Administrator will provide a brief overview and explanation of the Deliberation process as it is stipulated in the Rule Book to the Panel members and to both parties and provide a blank Decision Form to the Panel members.

M. Both parties and the Administrator will then leave the hearing room to allow the Panel members to deliberate in private.

N. The Deliberation Process is private to the Panelists, and the Panelists are expected to not discuss their deliberations regarding the appeal with others. If Panelists have questions during deliberations, they may ask the Administrator procedural questions or pass questions through the Administrator to the parties.

O. Upon reaching a decision, the Panel members will notify the Administrator who will call the parties back into the hearing room and then receive the Decision Form from the Appeals Panel.

P. The decision will be announced to parties by the Administrator who will then advise the parties of any additional applicable information and then formally close the proceedings.

14-15 The Deliberation Phase and Appeals Panel Decision

14-15.1 Deliberation Phase

A. Upon the presentation of all evidence and testimony by both parties, the Appeals Panel shall deliberate in private and then issue a decision or retire for further private deliberation at its sole discretion. Other than as provided for in subsections 14-15.2 B. & C. Finding of Fact/Penalty Review, a hearing continues until it is formally closed by the Administrator. Deliberations can be paused, if need be, by the Panel and then continued at the Panel's sole discretion.

B. Upon reaching a decision on the matter, the Appeals Panel as a group shall complete the Decision Form provided by the Administrator.

14-15.2 Finding of Fact / Penalty Review

A. Appeals Panel decisions shall be made in a two-step process.

B. Step One: The Appeals Panel is to first make a decision on whether NASCAR has shown that it is more likely than not that there has been a violation of the NASCAR Rule Book, special rules, Bulletins or any applicable agreements, that are cited in the Penalty Notice. If the Panel determines that any of the Rules that were cited in the Penalty Notice have been violated, then the Panel will state this on the Decision Form. If the Panel determines that one or more of the Rules cited were violated, but not all Rules that were cited, then the Panel will state this on the Decision Form. If the Panel determines a violation has not occurred, then the Panel may decide to rescind the Penalty. If the Penalty is rescinded then, if applicable, any points that were deducted in the Penalty Notice will be reinstated by NASCAR.

C. Step Two: In the event that a violation is found, the Panel may then proceed to the Penalty review phase, in which the original Penalty issued by NASCAR is reviewed in light of the Rule Book and the information presented during the Hearing. If the Panel determines that the original Penalty is correct, then it may uphold the original Penalty. If the Panel determines that the Penalty should be modified, then the Panel will state the reason on the Decision Form and modify the Penalty accordingly. If a Penalty is modified, it may be increased, decreased or otherwise adjusted in the Appeals Panel's sole discretion, provided the increase, decrease or adjustment does not conflict with any other provision of the NASCAR Rules. If the Panel decides to increase, decrease or otherwise adjust the Penalty, it may request additional information from the Administrator regarding the Rule Book and the NASCAR Deterrence System, with Section 12, Violations and Disciplinary Action in general, and/or with other provisions. By way of example, if the Rule Book calls for a P4 infraction to include a loss of 25 championship points and the Panel determines that a P4 infraction has occurred, then the Panel cannot reduce the points loss to 24 points instead, unless there are overwhelming circumstances unique to the violation that compel Panel members to decide that the Deterrence System as written and published does not apply in this case.

D. If the Decision Form is incomplete (i.e.; one of the Panelists did not sign), and/or comments/notes added by the Panel are unclear in some fashion, and/or the decision contradicts the Rule Book as outlined in Section 14-15.2.c without explanation, then the Administrator shall call this to the attention of the Panel upon receiving the Decision Form. The Panelists can clarify and/or rectify the matter at that time or elect to continue private deliberations to amend any comments/notes or resolve any contradictions.

14-15.3 Voting

A. In order for the Appeals Panel to issue a binding decision, at least a majority of the voting members of the Appeals Panel must concur on the decision. Decisions do not have to be unanimous. The Decision Form will not indicate each Panelist's individual vote. Instead, it will state the decision of the majority.

B. If a majority of voting members of the Appeals Panel cannot agree on a decision or if deliberations continue for a maximum of ten (10) business days, the appeal shall be automatically referred to the FAO for a Final Appeal hearing under Section 15 of the Rule Book.

C. If deliberations continue for a maximum of 12 hours in an Expedited Appeal, the appeal shall be automatically referred to the FAO for a Final Appeal hearing under Section 15.

D. The Administrator will not have any authority to vote on or determine the resolution of an appeal.

E. If the Appeals Panel determines that the proceedings with respect to any appeal have been instituted or continued by any NASCAR Member for frivolous purposes and/or without merit, the reasonable cost of such proceedings shall be assessed against the NASCAR Member who instituted or continued such proceedings.

14-16 Burden of Proof

14-16.1 Presumption of Innocence

A. When an appeal is before an Appeals Panel, the burden of proof for the appeals proceeding is on NASCAR to show that it is more likely than not that:

1. A violation occurred;
2. The penalty assessed is within the scope of the Rules.

B. At the commencement of the hearing, the Appellant(s) is presumed not to have violated the Rule.

C. Since NASCAR carries the burden of proof at this level of appeal, NASCAR shall be permitted as the last to argue, explain or present rebuttal on the facts and violation to the Appeals Panel during the hearing, but prior to the Deliberation Phase.

14-17 Execution of Decision

A. Upon completion of the Decision Form by the Appeals Panel, the Panel will alert the Administrator who will then bring the parties into the hearing room, receive the Decision Form from the Panel, announce the decision to the parties, notify the Appellant(s) of any subsequent appeal options or Expedited Appeal requirements, if relevant, and formally close the hearing. Once the Deliberation Phase has begun, the parties and/or witnesses are not required to remain at the location of the hearing.

B. If the Penalty is upheld and a deferral had previously been issued, the Administrator will instruct NASCAR to make any normal adjustments to the original Penalty Notice to account for the deferral (e.g. adjusting the start date for suspensions to the date of the Appeal Panel hearing, reinstating the fine, etc.) unless the Panel indicates that further adjustments to the original Penalty Notice are required.

14-18 Public Statements

A. NASCAR shall be permitted to publicly disclose or announce scheduling details or pre-hearing decisions of the Administrator.

B. After the hearing has begun, the proceedings shall be treated as confidential, and all parties are prohibited from releasing public statements about the proceedings.

C. This prohibition ends after the Administrator has announced the decision of the Appeals Panel to the parties and decision is then subsequently sent to the parties per sub-section 14-18D, below.

D. The purpose of this rule is to ensure the fairness of the proceedings and allow the Appeals Panel to make its determination based only on evidence provided at the hearing.

E. Only after a decision is reached and published by NASCAR can parties make such statement(s) they deem appropriate. The written decision will be emailed by the Administrator to the parties electronically as soon as possible after the hearing is formally closed, and prior to NASCAR publication.

F. Under no circumstances will Appeals Panelists be permitted to discuss publicly the details of the appeals heard and/or their deliberations.

14-19 Publication of Decision

A. NASCAR shall have the right to publish any decision of the Appeals Panel, including without limitation, the names of the parties involved.

B. A NASCAR Member or other witness involved in an Appeal hearing before the Appeals Panel shall have no claim or cause of action of any kind against NASCAR, NEM, its Members, employees, affiliates, the Appeals Panel, the Department of Appeals or any publisher of any information relating to the final decision, including but not limited to claims of defamation, slander and/or libel, since any such claim(s) shall be deemed to have been waived by the appeal.

14-20 Option for Final Appeal

A. Once the Appeal Panel has reached its decision, the Appellant(s) shall have the option to appeal the decision of the Appeals Panel to the FAO. NASCAR does not have the option to appeal the decision of the Appeals Panel to the FAO.

B. See Section 15 Final Appeal to the National Motorsports Final Appeals Officer for filing requirements, or if an Expedited Appeal, contact the Administrator immediately for filing requirements.

SECTION 15 – FINAL APPEAL TO THE NATIONAL MOTORSPORTS FINAL APPEALS OFFICER

15-1 Purpose, Scope and Jurisdiction

A. The duty of the Final Appeals Officer (“FAO”) is to provide NASCAR Members an impartial opportunity to appeal a decision of the National Motorsports Appeals Panel (“Appeals Panel”) from a hearing conducted under Section 14.

B. The FAO has exclusive jurisdiction to:

1. Hear and consider all Appeals Panel decisions regarding any NASCAR-issued Penalty Notice which penalizes the Appellant(s); and
2. Hear and consider all Appeals Panel decisions regarding any decision by NASCAR to deny, suspend or terminate any NASCAR membership.

A specific denial, suspension, or termination of membership may be appealed only once under Section 15 following an Appeal Panel decision under Section 14 and may only be appealed in accordance with the same filing deadline and other stipulations in this Section that pertain to appealing a NASCAR Penalty Notice. If a subsequent request for membership or reinstatement of membership for the same matter is again denied by NASCAR, such subsequent denial is not grounds for further appeal under Section 14 or Section 15.

The scope of each appeal is limited to the correctness of an Appeals Panel's decision from the Section 14 Hearing to the subject matter of the Penalty Notice and/or the NASCAR decision in question.

D. Any speculation as to the impact of a Penalty Notice and/or an Appeals Panel decision and/or an FAO decision on a Member or Race Team (e.g., economic hardships, contractual obligations, etc.) is outside the scope of the FAO's authority and is not to be considered as part of the appeal. All decisions of the FAO will be final and binding on all parties.

E. If for some reason prior to the lapsing of the filing deadline for a final appeal a Member wishes to affirm that he/she will not appeal a given Appeal Panel Decision, then that Member and all parties named in the associated Penalty Notice may formally waive their respective final appeal right.

15-2 Final Appeals Officer and Alternate

A. The FAO and alternates are appointed by the Senior Advisor, NASCAR. In the event of the death, retirement or long-term incapacity of the FAO, the Senior Advisor, NASCAR shall appoint a new FAO.

B. The FAO for 2024 is Bill Mullis.

C. If the FAO is not able to hear a Final Appeal for reasons of a temporary nature such as illness, schedule conflicts, or a conflict under Section 15-6, then the FAO 1st Alternate, shall hear the Final Appeal instead. For 2024, the FAO 1st Alternate is Chris Harris. If serving during a Final Appeal, the 1st Alternate will have the full authority of the FAO under this Section, including the finality of his/her decision as the final appellate authority within NASCAR.

15-3 Appeals Administrator / Department of Appeals

A. The role of the Appeals Administrator is to perform the tasks and responsibilities outlined in this Section so as to provide for a fair and impartial Final Appeal Hearing. For a given Appeal, either the senior member of the Department of Appeals or the Department member who is otherwise readily available under the circumstances shall serve as the Appeals Administrator for that Appeal. The Appeals Administrator for the Section 15 Final Appeal need not be the same Administrator who performed that function during the Section 14 Appeal Panel hearing for the Penalty in question. Among other things, that includes sending the following materials to the FAO, to the Appellant(s), and to NASCAR:

- Notice of a scheduled hearing at least 48 hours before the hearing, except in the case of an expedited appeal or in special circumstances in which both parties and the FAO agree in advance to a lesser notification period;
- If different from the list(s) already provided for the Section 14 Appeals Panel hearing, a new list of potential witnesses to be called by the Appellant(s) and NASCAR at least 24 hours in advance of the hearing and, if applicable, any updated list of potential witnesses to be called by NASCAR and/or the Appellant(s) as soon as possible after the deadline for submitting updated witness lists; during the hearing, neither the Appellants nor NASCAR are required to call each and every, or any witnesses, who are listed on their respective final witness lists; during the hearing, neither party may call witnesses from the other party's witness list;
- A copy of a sample Decision Form to either or both of the parties, if requested;
- The Administrator shall also make sure to facilitate any logistical needs for the hearing and respond to any specific questions the Appellant(s), NASCAR and/or the FAO may have about the appeal process.

The Administrator will also provide the FAO with copies, if any available, of all Appeal Summaries that were provided for the Appeal Panel hearing under Section

14 as well as copies of all applicable Penalty Notice(s), and a copy of the decision of the Appeals Panel.

B. To gain experience in an actual hearing setting, a new or less-experienced member of the Department of Appeals may observe during Final Appeal Hearing conducted under this Section as a non-participant but would be bound by the same confidentiality as participants. If applicable, both parties will be notified prior to the Hearing that Department of Appeals member will be observing in this capacity.

15-4 Filing for Final Appeal

A. Once the Appeals Panel has heard an appeal and announced its decision under Section 14, the Appellant(s) shall have the right to appeal the decision to the FAO under this Section 15.

B. The FAO shall be the final appellate authority within NASCAR, and an Appellant may appeal any decision of the Appeals Panel to the FAO.

C. NASCAR, however, is not permitted to appeal a decision of the Appeals Panel to the FAO.

D. The Appellant(s) may request a Final Appeal hearing before the FAO by submitting a written request to the Administrator using the email address listed in sub-section 14-6, and include a \$500.00 non-refundable final appeal filing fee by credit card at: <http://appealfees.nascar.com>, <https://motorsportspayments.wufoo.com/forms/nascar-online-appeals-payment-system/>. The deadline for filing the fee is the same as the deadline for filing the final appeal in all cases, whether or not the appeal is expedited.

E. At the Appellant's option, the written request may also include a request for any existing temporary deferral of the Penalty that was issued prior under Section 14 to be continued until such time as the Final Appeals hearing is convened under Section 15 and an FAO decision rendered. Continuation of an existing deferral is not automatic and is not considered unless requested at the time of filing for the Final Appeal;

F. The Appellant(s) must send the Final Appeal request to the Administrator within three (3) business days of the issuance of the decision of the Appeals Panel, unless it is an Expedited Appeal. In computing the three (3) business days, the date of issuance of the Appeals Panel's decision is not to be included, and the three (3) business days begins on the day after issuance of the decision. The three (3) business day filing period expires at 5:00 pm Eastern Time on the third day. Once the three (3) business day period for filing has expired, there is no right to a Final Appeal and any request for an appeal for that Penalty Notice filed after that time will be rejected. If the fee does not arrive within the three (3) business days specified period or if the request does not comply with requirements of this section, it will be treated as incomplete and void. All Expedited Appeal filings must comply with the filing deadline stated in the written decision of the Appeals Panel. The Administrator will not accept submissions for Final Appeal via mail, fax, personal or business email address (other than addresses as stated in sub-section 15-4), text, social media, verbally or by telephonic conversation;

G. The Department of Appeals will acknowledge receipt of the appeal request by return email at the earliest convenience. If a Member does not receive such acknowledgement in a timely fashion during normal business hours, the Member should call the NASCAR Office in Daytona Beach (386)-310-5000 and request to be connected to the Department of Appeals;

H. The Administrator who is handling this final appeal request may designate an alternate delivery option for a Final Appeal request in special cases, in his/her sole discretion.

I. If the Appeal hearing originally convened under Section 14 Appeals to the National Motorsports Appeals Panel was an Expedited Appeal, or if special circumstances so warrant in the sole determine of the Administrator, then the Final Appeal will also be expedited. In the written decision of the Appeals Panel that the Administrator sends to the Appellant(s) and to NASCAR following the conclusion of the Section 14 Expedited Appeal hearing, the Administrator will include the expedited deadline that the Member has to file for a Final Appeal and if filed, what the hearing date would be if known at that time (e.g. Administrator may have to check with the FAO as to his/her availability). Any request for an Expedited Final Appeal and the corresponding Final Appeal filing fees must be filed electronically.

15-5 Scheduling of Hearing Date, Deferral of Penalty and Cost Bond; Postponement of Hearing; Withdrawing an Appeal

A. Upon receipt of a valid submission for a Final Appeal to the FAO, the Administrator shall set a hearing date at an appropriate time and place as determined by his or her discretion. An existing deferral of a Penalty that was in place under Section 14 does not automatically carry over to a Final Appeal under Section 15 and must be requested by the Appellant(s) per sub-section 15-4. Any Cost Bond that was established under sub-section 14-7.2, however, would automatically carry over to a Final Appeal under Section 15 unless otherwise determined by the FAO.

B. In scheduling a final hearing, the Administrator will contact the FAO and both parties in advance of scheduling to determine the earliest practical date, time, and location for the hearing, but the decision of where and when to conduct the hearing

is solely at the discretion of the Administrator. If ongoing conflicts or postponements delay the ability to schedule a hearing in a timely fashion, the Administrator may make any adjustments necessary in accordance with the Rule Book to convene the hearing and resolve the matter. Such adjustments may include, but are not limited to, changing the location; changing the format to a videoconference, teleconference or partial teleconference; changing to and FAO Alternate; and/or changing planned testimony from one or more witnesses to written or video statements in lieu of personal appearances (none of which would constitute a violation of Section 14-4.)

C. If necessary, the Administrator may postpone an already scheduled hearing. The Administrator will contact the FAO and both parties to determine the next earliest opportunity to conduct the hearing and advise all parties in writing of the rescheduled date/time/location as applicable. The decision of where and when to reschedule the hearing is solely at the discretion of the Administrator.

D. At any time prior to the schedule commencement of the hearing the Appellants(s) may withdraw the final appeal by notifying the Administrator in writing at appeals@nascar.com. Such a withdrawal concludes the Appellant's right to appeal that Appeals Panel decision and that Penalty Notice under the Rule Book. Once withdrawn, a final appeal request cannot be re-filed. Any deferrals that had been issued by the Administrator relative that final appeal become immediately null and void. If the timing of the withdrawal results in costs being incurred (i.e.; non-refundable travel expenses) on the part of the FAO, the Administrator, the Department of Appeals, and/or anyone schedule to participate in the hearing, then the Appellants(s) will be subject to reimbursing those costs. The Administrator will determine if any costs apply and, if so, instruct NASCAR to bill the Appellant(s) accordingly. The appeal filing fee is non-refundable.

15-6 Conflict of Interest

A. If the FAO or Alternate believes that he or she has a conflict of interest or the appearance of a conflict of interest with respect to his or her acting as FAO in a given appeal, he or she may inform the Administrator that he or she wishes to be removed from that appeal.

B. A conflict of interest may consist of, but is not limited to, current financial relationships with any of the parties, a current or historical working or business relationship with any of the parties, or anything that may otherwise lead to the appearance of impropriety or impairs the integrity of the hearing or decision.

C. A conflict or the appearance of a conflict does not exist simply because the FAO/Alternate and parties know each other and have worked together; rather, the relationship must be of a nature that makes it difficult for the FAO/Alternate to render an impartial decision.

D. If the FAO or Alternate believes he or she has a conflict of interest in a matter, he or she may recuse himself/herself, and the Administrator will use the procedures in Section 15-2.c to name the FAO for that appeal.

15-7 Appeal Summaries

Appeal Summaries used in the Appeals Panel Hearing will be attached to the Appeals Panel's Decision Form provided to the FAO by the Administrator. New or revised Appeal Summaries are not permitted to be submitted from either party.

15-8 Authority of the FAO

A. If not otherwise addressed in the Rule Book, the FAO has the sole authority to define the scope of relevant testimony, what is admissible or non-admissible, to limit or extend questioning or to seek input from others. By way of example, if a party calls multiple character witnesses, each of whom presents substantially the same information as the others, then the FAO may limit additional witnesses testimony to witnesses who have new or different information to provide.

B. The FAO may ask questions from any parties or witnesses present, at any time during the hearing.

C. The FAO is to make findings and render a decision based on the evidence within the NASCAR Rules.

D. The FAO shall not be bound by technical or formal rules of evidence or procedure, except as otherwise provided herein.

E. The FAO shall conduct proceedings in the manner best suited to ascertaining the relevant facts and the merits of the parties' positions.

15-9 FAO's Authority during the Hearing to Summon Additional NASCAR Members to Testify

A. The FAO may direct the Administrator to summon any Member to testify during a hearing. However, neither NASCAR nor the Appellant(s) may request that the FAO summon a Member to testify.

B. Any Member who is summoned to testify and refuses or fails to appear and/or testify may be subject to any disciplinary actions as deemed appropriate by NASCAR, including indefinite suspension or termination of their Membership.

C. If the FAO finds a Member or the Appellant(s) and/or the NASCAR Officials to be "in contempt" during a hearing, which may, but is not limited to such Member's unwillingness to cooperate by providing complete and truthful testimony to the

best of his or her knowledge, failing to follow procedures, and or being disruptive or threatening, then that person may be subject to disciplinary action as deemed appropriate by NASCAR.

15-10 Appearance of Parties

Appearances before the FAO must comply with the procedures in sub-section 14-12 Appearance of Parties.

15-11 No Communications with the FAO Outside of Hearing

No Appellant(s), Competitor, team owner, car owner, vehicle sponsor or other representatives of the Appellant(s), or any NASCAR Officials, shall contact or discuss the subject matter of the Final Appeal with the FAO outside of the hearing. This includes prior to, during, and after the hearing.

15-12 Order of Proceedings

The Appeals Administrator will ensure that proceedings are executed in a timely and appropriate manner. Unless otherwise set forth by the Administrator, the hearing shall proceed in the following manner:

- A. Administrator calls proceedings to order;
- B. Witnesses may be present in the hearing room and/or on teleconference and/or on videoconferencing during the opening instructions;
- C. As part of the opening instructions, the Administrator reads the Penalty and basic facts of the violation and provides a brief explanation about how the hearing will be conducted;
- D. At the conclusion of the opening instructions, all witnesses are dismissed until called upon to individually testify;
- E. The Appeals Administrator may choose to invoke the witness rule if special circumstances warrant. Unless invoked, all witnesses not a party to the proceeding must remain outside the hearing room until individually called to testify and not discuss their testimony with anyone. In either case, parties to the hearing (per sub-section 14-12 Appearance of Parties) may remain in the hearing room to hear both sides present evidence and Rebuttals;
- F. If during the hearing NASCAR or the Appellant(s) distribute handouts, or project slides, graphs, PowerPoint presentations, or the like on a screen, then they should bring a sufficient number of hardcopies of same so that the FAO and each party to the hearing (as defined in 14-12.d) receives a copy while the distribution or presentation is being made. Such material is confidential and not to be shared with anyone outside of the hearing.
- G. Since the Appellant(s) has the burden of proving his or her case at this final level of appeal, Appellant(s) presents evidence first, calls its witnesses, etc. Such presentation is not to be interrupted by NASCAR; conversely, the Appellant(s) cannot ask questions directly of NASCAR;
- H. At the conclusion of the Appellant(s) presentation, NASCAR presents evidence, witnesses, etc. Such presentation is not to be interrupted by the Appellant(s); conversely, the NASCAR cannot ask questions directly of the Appellant(s);
- I. After both sides have made their presentations, a brief huddle period will be allowed during which the hearing is paused, and both parties may leave the room to coordinate with their respective sides in preparation for rebuttals. The Administrator will determine the time allotted for the huddle period, but it will generally be fifteen minutes in duration. Following the huddle period, the hearing will reconvene and move into optional rebuttals as follows.
- J. At the conclusion of the NASCAR's presentation, the Appellant(s), at his/her discretion, is permitted an opportunity for Rebuttal. Such Rebuttal may also include recalling any of Appellant(s) witnesses or providing information that clarifies evidence that the Appellant(s) had previously presented. Such Rebuttal is not to be interrupted by the NASCAR; conversely, the Appellant(s) cannot ask questions directly of the NASCAR during Rebuttal. Subject to the FAO's discretion, new evidence or unscheduled witnesses may be permitted only to directly rebut assertions or evidence arising from NASCAR's presentation;
- K. At the conclusion of the Appellant(s) Rebuttal NASCAR, at its discretion, is permitted an opportunity for Rebuttal. Such Rebuttal may also include recalling any of NASCAR's witnesses or providing information that clarifies evidence that NASCAR had previously presented. Such Rebuttal is not to be interrupted by the Appellant(s); conversely, NASCAR cannot ask questions directly of the Appellant(s) during Rebuttal. Subject to the FAO's discretion, new evidence or unscheduled witnesses may be permitted only to directly rebut assertions or evidence arising from the Appellant(s) Rebuttal;
- L. Since the Appellant(s) carry the burden of proof at this final level of appeal, then at the conclusion of NASCAR's Rebuttal, the Appellant(s) shall be permitted as the last to argue, explain or present Rebuttal on the facts and violation to the FAO, without interruption by NASCAR and without the ability of the Appellant(s) to ask questions directly of NASCAR;
- M. The FAO may ask questions of either party or any witnesses at any time during the presentations, Rebuttals, or the Appellant(s) final presentation;

N. During the hearing, the Appellant(s) and the NASCAR Official presenting NASCAR's case may text or email questions back and forth with others on their side, however, not with third parties or in any fashion that would violate the confidentiality of the hearing.

O. Before moving to the Deliberation Phase of the hearing, the Administrator will provide a brief overview and explanation of the Deliberation process as it is stipulated in the Rule Book to the FAO and to both parties, and provide a blank Decision Form to the FAO;

P. Both parties and the Administrator will then leave the hearing room to allow the FAO to deliberate in private;

Q. If the FAO has questions during deliberations, he or she may ask the Administrator procedural questions or pass questions through the Administrator to the parties;

R. Upon reaching a decision, the FAO will notify the Administrator who will call the parties back into the hearing room and then receive the Decision Form from the FAO;

S. The decision of the FAO will be announced to parties by the Administrator, who will then formally close the proceedings;

T. The decision may then be released publicly following the receipt by both parties of the written decision sent from the Administrator emailed as soon as possible after the hearing is formally closed, and before public publication.

15-13 The FAO'S Decision and Deliberation Phase

15-13.1 Finding of Fact / Penalty Phase Review

A. The FAO's decision shall be made in a two-step private process.

B. Step One: The FAO is to first make a decision on whether the Appellant(s) has shown that it is more likely than not that a violation occurred of the NASCAR Rule Book, special rules, Bulletins or any applicable agreements to which the NASCAR Member is a party did not occur. If the FAO determines that any of the Rules that were cited in the Penalty Notice have been violated, then the FAO will state this on the Decision Form. If the FAO determines that one or more of the Rules cited were violated, but not all Rules that were cited, then the FAO will state this on the Decision Form. If the FAO determines a violation has not occurred, then the FAO may decide to rescind the Penalty. If the Penalty is rescinded then, if applicable, any points that were deducted in the Penalty Notice will be reinstated by NASCAR.

C. Step Two: If the FAO finds a violation has occurred, the Panel may then proceed to the Penalty Review phase, in which the decision of the Appeals Panel is reviewed in light of the Rule Book, the Appeal Panel's Decision, and the information presented during the Hearing. If the FAO determines the Decision of the Appeal Panel is correct, then he/she may uphold that decision. If the FAO determines that the original Penalty is correct in lieu of a modified Penalty issued by the Appeal Panel, then he/she may uphold the original Penalty. If the FAO determines that the Decision of the Appeal Panel should be modified, then the FAO will state the reason on the Decision Form and modify the Penalty accordingly. If a Penalty is modified, it may be increased, decreased or otherwise adjusted in the FAO's sole discretion, provided the increase, decrease or adjustment does not conflict with any other provision of the NASCAR Rules. If the FAO decides to increase, decrease or otherwise adjust the Penalty, he/she may request additional information from the Administrator regarding the Rule Book and the NASCAR Deterrence System, with Section 12 in general, and/or with other provisions. By way of example, if the Rule Book calls for a P4 infraction to include a loss of 25 championship points and the FAO determines that a P4 infraction has occurred, then the FAO cannot reduce the points loss to 24 points instead, unless there are overwhelming circumstances unique to the violation that compel the FAO to decide that the Deterrence System as written and published does not apply in this case. Similarly, if the FAO determines that a decision rendered by the Appeals Panel is not consistent with the Deterrence System and there are not overwhelming circumstances unique to the violation in this case to so warrant, then the FAO at his/her discretion may reinstate the original Penalty assessed by NASCAR, or amend the Panel's decision, or take steps that the FAO deems appropriate for the final decision to be in conformance with the Deterrence System.

D. If the FAO determines that the proceedings with respect to any appeal have been instituted or continued by any NASCAR Member are frivolous and without merit, the reasonable cost of such proceedings shall be assessed against the NASCAR Member who instituted or continued such proceedings.

15-14 Burden of Proof

15-14.1 Presumption of Correctness of the Decision of the National Motorsports Appeals Panel

A. When an appeal by the Appellant(s) is to the FAO, the burden of proof shifts from NASCAR to the Appellant(s) to show that it is more likely than not that:

1. A violation did not occur; and/or
2. The penalty assessed is not within the scope of the Guidelines.

B. Since the Appellate(s) carries the burden at this final level of appeal, the Appellate(s) shall be permitted as the last to argue, explain or present rebuttal on

the facts and violation to the FAO during the hearing, but prior to the Deliberation Phase.

15-15 Execution of Decision

A. Upon the presentation of all evidence and testimony by both parties, the FAO shall privately move to the Decision and Deliberation Phase as outlined herein. Once the Decision and Deliberation Phase has begun, the parties and/or witnesses are not required to remain at the location of the hearing.

B. Upon reaching a decision on the matter, the FAO shall complete a Decision Form provided by the Administrator prior to the Deliberation Phase of the hearing.

C. If the Decision Form is incomplete (i.e.; FAO did not sign), and/or comments/notes added by the FAO are unclear in some fashion, and/or the decision contradicts the Rule Book as outlined in Section 15-3 without explanation, then the Administrator shall call this to the attention of the FAO upon receiving the Decision Form. The FAO can clarify and/or rectify the matter at that time or elect to continue private deliberations to amend any comments/notes or resolve any contradictions.

D. Upon completion of the Decision Form, the FAO will notify the Administrator who will call the parties back into the hearing room and then receive the Decision Form from the FAO. The decision of the FAO will be announced to parties by the Administrator.

E. Appeal Summaries are not to be part of the FAO Decision Form, and Appeal Summaries are to be returned to the Administrator for disposal.

15-16 Public Statements

A. NASCAR shall be permitted to publicly disclose or announce scheduling details or prehearing decisions of the Administrator.

B. After the hearing has begun, the proceedings shall be treated as confidential, and all parties are prohibited from releasing public statements about the proceedings.

C. This prohibition ends after the FAO has made his or her ruling and issued a decision to the parties and decision is then subsequently sent to the parties per sub-section 15-16D, below.

D. The purpose of this rule is to ensure the fairness of the proceedings and allow the FAO to make his/her determination based only on evidence provided at the hearing.

E. Only after a decision is reached and published by NASCAR may parties make a public statement(s) they deem appropriate about the appeal to the FAO. The written decision will be sent to the parties electronically as soon as possible after the hearing is formally closed, and prior to NASCAR publication.

F. Under no circumstances will the FAO be permitted to discuss publicly the details of the appeals heard and/or his/her deliberations or decision.

15-17 Publication of Decision

A. NASCAR shall have the right to publish any decision of the FAO, including without limitation, the names of the parties involved.

B. A NASCAR Member or other witness involved in an Appeal hearing before the FAO shall have no claim or cause of action of any kind against NASCAR, NEM, its Members, employees, affiliates, the FAO, Appeals Panel Members or any publisher of any information relating to the final decision, including but not limited to claims of defamation, slander and/or libel, since any such claim or claims shall be deemed to have been waived by the appeal.

SECTION 16 - PRIZE MONEY

16-1 Establishment and Distribution of Prize Money

A. All Events shall be contested for a guaranteed finishing position purse as set forth in the Official Entry Blank for each Event.

B. NASCAR Members agree to abide by decisions of NASCAR in establishing the amount of prize money for each Event.

C. Prize money in all Events that is won by a driver and/or any eligible Competitor of the Car Owner's team shall be paid by NASCAR to that Car Owner.

D. The Car Owner, not NASCAR, shall be solely responsible for the distribution of any and all prize money won by a driver and/or other eligible Competitor(s) of the Car Owner's team, and the sole recourse of such driver or other Competitor(s) for any failure to properly distribute prize money shall be against the Car Owner.

SECTION 17 - POINTS AND POINT FUNDS

17-1 2024 Championship Point Season

Unless otherwise authorized by NASCAR, the 2024 Championship point season for the NASCAR Whelen Modified Tour will officially close upon the completion of the last scheduled Event.

17-2 Administration of Points and Point Funds

A. NASCAR reserves the right to establish, maintain, compile, publish and otherwise operate and award points, Point Funds and trophies through the facilities of the Awards and Achievement Bureau, Inc., under its rules and regulations.

B. All Members agree to abide by decisions of NASCAR Headquarters in the establishment and administration of the Point Funds.

17-3 Establishment of Point Funds and Awards

A. NASCAR has established a Competitor’s Point Fund for the NASCAR Whelen Modified Tour.

B. Competitor’s Point Fund Awards will be determined and distributed in accordance with this Section.

17-4 Funding of Point Funds

The Competitor’s Point Fund will be funded by the Promoters in accordance with the Sanction Agreements between each Promoter and NASCAR.

17-5 Payment of Point Fund Awards

Point Fund awards will be awarded at the conclusion of the season with date and location to be announced.

17-6 Distribution of Point Funds

A. Point Fund money that is won by a Competitor shall be paid by NASCAR to the Competitor’s Car Owner.

B. The Car Owner, and not NASCAR or NEM, shall be solely responsible for the distribution of any and all prize money to the Competitor, and the sole recourse of such Competitor shall be against the Car Owner.

C. Point funds will be distributed at pre-determined segments during the season.

D. Final point fund distribution will be based on the final Championship point standings at the conclusion of the season and will be distributed on or before December 31, 2024. In addition to the Competitor’s Point Fund, NASCAR will distribute Series Contest Awards as described in the 2024 Driver and Car Owner agreement.

E. NASCAR will distribute the Competitor’s Point Fund, in accordance with the procedure set forth above to each eligible Competitor according to the following percentage schedule:

<u>Place</u>	<u>% of Total</u>	<u>Place</u>	<u>% of Total</u>
1	20.0	11	2.9
2	10.0	12	2.8
3	9.0	13	2.7
4	8.0	14	2.6
5	7.0	15	2.5
6	6.0	16	2.4
7	5.0	17	2.3
8	4.0	18	2.2
9	3.5	19	2.1
10	3.0	20	2.0

F. Eligibility to participate in the Point Fund may be forfeited by any Member violating NASCAR Rules prior to the presentation of the 2024 awards.

17-7 Award of Points

Championship points for each Point Fund will be awarded as follows:

Drivers and Car Owners

A. Points will be awarded to each eligible driver and to each vehicle of a Car Owner in each Event according to the finishing position of such driver and vehicle in the Event, as follows:

Finishing Position	Championship Points	Finishing Position	Championship Points
1	43	23	21
2	42	24	20
3	41	25	19
4	40	26	18
5	39	27	17
6	38	28	16
7	37	29	15
8	36	30	14
9	35	31	13
10	34	32	12
11	33	33	11
12	32	34	10
13	31	35	9
14	30	36	8
15	29	37	7
16	28	38	6
17	27	39	5
18	26	40	4
19	25	41	3
20	24	42	2
21	23	43	1
22	22		

B. In addition to the foregoing, one (1) point will be awarded for positions after 43rd. place.

C. If a vehicle makes a Qualifying attempt but fails to earn one (1) of the available starting positions, the Car Owner and driver will be awarded points, starting with the position following the last position in the starting field and the Car Owner will be credited with a Qualifying attempt. What constitutes a Qualifying attempt will be at the discretion of the Series Director. The Car Owner and driver will be awarded points on the basis of his/her vehicle's Qualifying results.

D. A driver will be credited only with points earned in the vehicle in which he/she started the Race, and the starting driver will be credited with all points earned by that vehicle in that Race. To be eligible for points, the vehicle must be entered in the Event. A driver cannot receive points for more than one (1) vehicle in the Race.

E. One (1) additional bonus point will be awarded to the Driver and Car Owner for being the Fastest Qualifier at an Event unless the Team is under Penalty or the starting positions are set per sub-section 9-5.1 (Starting Position Determination / Eligibility – Adverse Conditions) of the Rule Book.

F. Three (3) additional bonus points will be awarded to each driver and Car Owner that win the race, one (1) additional bonus point will be awarded to each driver and Car Owner whose vehicle officially leads a lap, and one (1) additional bonus point will be awarded to the driver and Car Owner leading the most official laps. (In the event of ties, duplicate points will be awarded.) NASCAR Officials will determine the official leader(s) of the Race. The official lap leader and finishing positions will be determined at the start/finish line.

17-8 Ties

17-8.1 Championship Points

A. In the event two (2) or more drivers or Car Owners have the same number of points (a tie), each driver or Car Owner will be ranked according to the greatest number of 1st place finishes in 2024 Events for the NASCAR Whelen Modified Tour as of that time.

B. If a tie still exists, the greatest number of 2nd place finishes, 3rd place finishes, etc., will be used in the same manner, until the tie is broken.

C. If a tie still remains, the driver and/or Car Owner having the highest finishing position first during the current season in which the driver and/or Car Owner competed for the NASCAR Whelen Modified Tour at the time will prevail.

SECTION 18 - FEDERATION INTERNATIONALE de l'AUTOMOBILE

18-1 Definition

A. The Federation Internationale de l'Automobile, hereinafter referred to as the "FIA" is the international authority entitled to make and enforce rules and regulations for the encouragement and control of automobile competitions (including records).

B. FIA is the final international court of appeal for appealable disputes arising out of FIA-recognized World Championship Events, except as provided in sub-section 18-3 Finality of Decisions.

18-2 Automobile Competition Committee (US)

A. The Automobile Competition Committee for the United States-FIA is recognized by the FIA as the National Sporting Authority (ASN) of the U.S.A. and is generally referred to as ACCUS-FIA.

B. NASCAR, IMSA, IndyCar, USAC, SCCA and NHRA are members of ACCUS. ASN Canada is recognized as the National Sporting Authority in Canada.

18-3 Finality of Decisions

A. NASCAR is the sole and final authority for the development, maintenance, and distribution of NASCAR Championship Point Funds, the awarding of NASCAR championship points, the naming of manufacturer, Series-sponsored and other NASCAR champions, the scheduling of NASCAR-sanctioned Events, live broadcast and ancillary rights relative to NASCAR-sanctioned Events, determinations regarding the suitability of a racing Facility, control over all aspects of Competition during NASCAR-sanctioned Events, and the governance, interpretation, and implementation of the NASCAR Rules including, but not limited to, NASCAR memberships and licenses, entries, disciplinary action, the NASCAR Substance Abuse Policy, and the determination of driver eligibility, in the manner set forth in NASCAR Rules.

B. Notwithstanding that a particular Event may be listed on the FIA calendar, or count towards an FIA championship, NASCAR reserves sole authority to finally settle any dispute that may arise during such NASCAR Event.

C. Any and all protests stemming from NASCAR-sanctioned Events shall be resolved solely via Section 13 Protests.

D. Any and all appeals stemming from NASCAR-sanctioned Events and/or appealable NASCAR determinations regarding NASCAR Membership or a NASCAR License shall be resolved solely via Section 14 Appeals to the National Motorsports Appeals Panel.

18-4 FIA Licenses

A. In order to compete in an FIA-listed Event, a car owner must have a current and valid FIA entrant's license. (See sub-section 3.11.2 Competition-Car Owner License)

B. In order to compete in an FIA-listed Event, a driver must have a current and valid FIA driver's license of grade C or better. (See sub-section 3.11.1 Competition-Driver License)

C. If the Official Entry Blank permits FIA license holders who do not possess current NASCAR licenses to compete, they must fully meet NASCAR's eligibility requirements as determined by NASCAR's Resume Committee and they will also be required to sign releases and waivers and to acknowledge that they are not eligible for NASCAR Championship Point Funds or any of the benefits of NASCAR membership. They will be bound by the NASCAR Rule Book, as it may be amended from time to time and any special rules for the Event.

SECTION 19 – NASCAR SUBSTANCE ABUSE POLICY

19-1 Introduction

Through a comprehensive testing program, NASCAR's Substance Abuse Policy rules are designed to keep Events safe for everyone and provide a level playing field. Strong testing programs save lives, prevent injury, gives NASCAR Members additional reasons to say no to illegal drugs and help identify people with substance abuse issues and facilitate their treatment. To those ends, NASCAR prohibits the misuse of alcohol, prescription drugs, and any other substance used in a manner that affects safety or impacts the integrity of the competition, including – but not limited to - illegal or performance enhancing substances. All NASCAR Members are responsible for whatever goes into their body. All Members are required to adhere to NASCAR's Substance Abuse Policy and are subject to reasonable suspicion testing, as well as any subsequent follow-up testing and Road-to-Recovery testing that is necessary. (See sub-section 19-5)

19-2 Administration of this Policy; Program Administrator, the Testing Laboratory and Medical Review Officer (MRO)

The Policy of this program is overseen by NASCAR, but it is administered and implemented through a program administrator, specimen collectors, testing laboratories, medical review officers and substance abuse professionals.

A. Program Administrator (PA) - NASCAR has designated Douglas F. Aukerman, M.D. as the program administrator (PA). The PA acts to oversee the administration and implementation of the program, but it is his primary role to act as an advocate for the accuracy and integrity of the substance abuse testing process. The PA will also facilitate evaluations for NASCAR Members for the Road to Recovery Program

by coordinating evaluations with the appropriate substance abuse professional for advising on the creation of a Road to Recovery Plan that may include substance abuse counseling, treatment or rehabilitation. The PA duties shall be carried out by Douglas F. Aukerman, M.D. in his capacity as agent and employee of AukMed, Inc.

B. Specimen Collection – With the exception of pre-license testing, all specimen collection pursuant to this Policy will be conducted by NASCAR designated collectors. NASCAR has designated Drug Free Sport of Kansas City, MO. to conduct the collection and transport of urine, blood, saliva, hair, and/or breath specimens pursuant to this Policy. NASCAR reserves the right to designate other collectors or collection agencies, as needed to facilitate this Policy, throughout the year.

C. Testing Laboratory - With the exception of pre-license testing, all testing pursuant to this Policy will be done at the NASCAR designated Testing Laboratory. NASCAR has designated Sports Medicine and Research Testing Laboratory of Salt Lake City, UT. to administer the testing of all urine, blood, saliva, hair and/or breath specimens collected during reasonable suspicion testing pursuant to this Policy and to communicate all results to the MRO. NASCAR reserves the right to designate other testing facilities, as needed to facilitate this Policy, throughout the year.

D. The Medical Review Officer (MRO) - NASCAR has designated Douglas F. Aukerman, M.D., as the MRO of this Policy. The MRO is an independent and impartial physician responsible for receiving and reviewing laboratory results generated pursuant to this Policy and determining whether there is a legitimate medical explanation for a positive drug test or refusal to test because of adulteration, substitution, or other, non-negative test. Dr. Aukerman is a board-certified Sports Medicine physician and a medical review officer certified by the American Association of Medical Review Officers (AAMRO). NASCAR reserves the right to designate other MROs, as needed, to facilitate this Policy throughout the year. The MRO duties shall be carried out by Douglas F. Aukerman, M.D. in his capacity as agent and employee of AukMed, Inc.

19-3 Prohibited Substances and Acts

A. Prohibited Substances - For the purpose of this Policy, prohibited substances are those substances that, in the PA's determination, in consultation with NASCAR, may adversely affect the safety and well-being and performance of a NASCAR Member at a NASCAR Event, including without limitation illegal drugs. The PA, in consultation with NASCAR, may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of the substance following a drug test. For the purposes of these rules, federal bans and definitions of illegal substances supersede any state and/or local ordinance, regulation or law allowing use of a substance. NASCAR Members are prohibited from using, having in their system, possessing, purchasing, selling and/or participating in the distribution of any drug that is illegal to possess, use, and/or distribute by the laws of the United States of America and/or any of its 50 states, regardless of the amount, at any time. Illegal acquisition and/or illegal distribution of any prescription or over-the-counter medication are strictly prohibited at any time. In addition to the prohibition of illegal drugs described above, non-medical use of the following non-exhaustive list of drugs is prohibited under this Policy:

1. Stimulants
Amphetamine, methamphetamine, Ecstasy (MDMA), Eve (MDEA), MDA, PMA, Phentermine, and other amphetamine derivatives and related compounds.
2. Narcotic Analgesics
Including without limitation, alfentanil, fentanyl, hydromorphone, marijuana (cannabis), meperidine, methadone, morphine, oxycodone, oxymorphone, propoxyphene, sufentanil, heroin and/or their chemical and pharmacological analogs and related compounds, as well as codeine, dihydrocodeine, hydrocodone, and codeine analogs and related compounds (including those available over the counter in some countries if taken for a non-medical use).
3. Ephedrine Class
Ephedrine, pseudoephedrine, and phenylpropanolamine and/or their chemical and pharmacological analogs and related compound as well as pseudoephedrine (even if purchased as an over the counter medication without a prescription) if used:
 - (a) in a manner that is inconsistent with the instructions provided by the drug manufacturer (e.g., use in concentrations or amounts in excess of the manufacturer's recommended dose); or
 - (b) in a manner or an amount that may cause an increased risk to health, safety, or an impairment of ability to perform his/her duties in relation to a NASCAR Event.
4. Benzodiazepines
Including without limitation, alprazolam, diazepam, lorazepam (Ativan), oxazepam (Serax), temazepam (Restoril), Alpha-hydroxy-alprazolam (Xanax), Nordiazepam (Valium) and/or their chemical and pharmacological analogs and related compounds.

5. Barbituates
Including without limitation, amobarbital (Amytal), butalbital (Anolor 300, Esgic, Fioricet, Fiorinal), butabarbital (Butisol), phenobarbital (Luminol, Solfoton), pentobarbital (Nembutal, Nembutal Sodium), secobarbital (Seconal) and/or their chemical and pharmacological analogs and related compounds.
6. Performance Enhancing Drugs
Including without limitation, Human Growth Hormone (hGH), Human Chorionic Gonadotropin (hCG), Lutenizing Hormone (LH) and Insulin-like Growth Factor (IGF-1), clenbuterol, anabolic androgenic steroids ("AAS"), including without limitation:
 - androstenediol
 - androstendione
 - bolasterone
 - boldenone
 - chloroxomesterone (dehydrochlormethyltestosterone)
 - clostebol
 - dihydroepiandrosterone
 - dihydrotestosterone
 - depitesterone
 - dromostanolone
 - epitesterone
 - 4-chlortestosterone
 - fluoxymesterone
 - formebolone
 - furazabol
 - mesterolone
 - methandienone (methadrogenolone)
 - methandriol
 - methenolone
 - methylclostebol
 - methyltestosterone
 - methyltrienolone
 - mibolerone
 - nondrolone
 - norandrostendione
 - norethandrolone
 - norethindrone
 - oxabolone
 - oxandrolone
 - oxymesterone
 - oxymetholone
 - stanozolol
 - stenbolone
 - testosterone
 - trenbolone
7. Muscle Relaxers
Including without limitation, carisoprodol (Soma) and meprobamate (Miltown, Meprospan).
8. Sleep Aids
Including without limitation, zolpidem (Ambien).
9. Beta Blockers
Including without limitation, the following drugs and related compounds:
 - acebutolol
 - alprenolol
 - amosulalol
 - atenolol
 - betaxolol
 - bisoprolol
 - carteolol
 - esmolol
 - landiolol
 - levobunolol
 - mepindolol
 - metipranolol
 - metoprolol
 - nadolol
 - nebivolol
 - oxprenolol
 - penbutolol
 - pindolol
 - propranolol
 - sotalol
 - tilisolol
 - timolol

10. Hormone and Metabolic Modulators - Including without limitation, anastrozole, formestane, ATD, clomiphene, "SERMS" (raloxifene, tamoxifen (Nolvadex), toremifene) Arimidex, clomid, evista, fulvestrant, aromatase inhibitors (Androst-3, 5-dien, 17-dione), SARMS, etc.

B. Medical and Non-Medical Use of Prescription and Over-the-Counter Medications - NASCAR recognizes that there are many prescription and over-the-counter medications that serve essential or beneficial purposes for the health and well-being of NASCAR Members, and nothing in this Policy is intended to discourage the proper use of these medications. Some medications, even when properly used, may adversely affect the safety and integrity of competition for motorsports events. For example, many types of cough medicines contain codeine, which is a potent narcotic that may result in drowsiness or diminished alertness. Non-medical use of a prohibited, prescription, or over-the-counter medication by a NASCAR Member is prohibited, and the MRO will examine whether: (1) the medication was used in a manner inconsistent with the instructions provided by the manufacturer, pharmacist and/or the prescribing physician; (2) the medication causes a competitive advantage, or a diminished or impaired ability to perform duties on the day of an Event; (3) the medication was used without a valid prescription from a licensed and treating physician that was given for a legitimate medical purpose; (4) the NASCAR Member failed to advise the issuing physician that another physician was prescribing the same and/or similar medication; and/or (5) the medication was prescribed more than 6 months prior to a NASCAR Event. For the purposes of these rules, federal bans and definitions of illegal substances supersedes any state and/or local ordinance, regulation or law permitting the use of a substance.

C. Alcohol - A NASCAR Member is prohibited from consuming any alcohol 12 hours prior to or during any NASCAR on-track activity or Event. A NASCAR Member with breath, urine, saliva, or blood alcohol level above 20mg per 100ml (.02%) at the time of testing is deemed unfit for race driving, participating or officiating in a NASCAR Event. Nothing in this paragraph shall preclude a NASCAR Official from determining that a NASCAR Member with a breath, urine, saliva, or blood alcohol test level below 20mg per 100ml (.02%) is physically unfit for race driving, participating, or officiating in a NASCAR Event and taking such action as the NASCAR Official may deem appropriate under the NASCAR Rules.

D. Dietary and CBD Supplements - Dietary and CBD supplements may contain (either purposefully or through contamination) a prohibited substance under this Policy. Any product sold with a warning advising non-use if the purchaser is subject to a drug testing program should be avoided even though such product may be available without a prescription. NASCAR Members may use a variety of apps or internet sources to become more educated about the contents of a supplement, but regardless of that information, the NASCAR Member is responsible for any substance found in their system.

E. Masking Agents - The use or attempted use of any agent or technique that is designed to avoid detection of a prohibited substance and/or falsify, alter, compromise, or otherwise tamper with the integrity of a specimen or test under this Policy is prohibited. This includes providing false urine samples (e.g., urine substitution or synthetic urine), contaminating the urine sample with chemicals or chemical products, using pharmaceutical diuretics to purposefully dilute the urine sample, using masking agents, using Aromatase inhibitors that may be used to biologically manipulate the testosterone/epitestosterone ratio, and/or using epitestosterone to artificially alter the testosterone/epitestosterone ratio.

F. Substances that mimic effects of banned substances. NASCAR Members are prohibited from using any legal or illegal substance, or combination of substances, including but not limited to synthetics, analogues and/or derivatives of a banned substance.

G. Manner of Use -

1. **Safety.** The use of any legal or illegal substance, or combination of substances, which when taken into the human body, can impair the ability of the person to perform safely is prohibited. Under this Policy, any substance or combination of substances used in an unsafe manner is a violation. For example, a combination of drinking 10 cups of espresso, taking cold medicine and using prescribed sleep medication will cause a safety risk, although each substance in small amounts by themselves may not necessarily result in a violation of the SAP.
2. **Integrity of Competition.** The use of any legal or illegal substance, or combination of substances, which when taken into the human body, can alter or enhance a person's ability to compete in a manner unfair to other competitors is a violation. For example, a legal substance may be substantially similar to an illegal drug -i.e., synthetics, analogues and/or derivatives of an illegal substance-use of that substance will result in a violation of the SAP.

19-4 Prescription Documentation for Prohibited Substances to the Medical Review Officer

Competitors or Officials in the NASCAR Whelen Modified Tour are required to notify and provide proof of prescriptions for all prohibited substances under this

Policy to the MRO within five (5) days of receipt of such a prescription from his/her treating physician. The method to provide this information to the MRO shall be:

- Using a fax cover sheet, print "NASCAR SAP Information", the Competitor or Official name and phone number, name of medication, the prescribing physician, and the physician's phone number. Attach a copy of the prescription providing the dosage and duration instructions for proper use.
- Fax both the cover sheet and copy of the prescription to the MRO at (888) 595-4949, or email scanned copies to mro@aukmed.net.
- The Competitor's or Official's physician may receive a call from the MRO to discuss the prognosis and expected length of treatment and corresponding duration of the prescription.

19-5 Testing for Prohibited Substances

Under this Policy, all Competitors, Officials and NASCAR Members will be tested as outlined in this Section:

A. Pre-License – All drivers in the NASCAR Whelen Modified Tour are required to submit to a drug test and have a negative result submitted as part of the license application process. If a pre-approved laboratory report of a negative test result is not reported by the laboratory or not provided to NASCAR by the Driver, NASCAR will not approve an application for a license. Allow seven days from the time of providing a specimen for filing of results and note that if a MRO review is required, that results may take longer than seven days to submit to NASCAR.

1. NASCAR can receive test results if they are reported directly from the pre-approved laboratory to NASCAR or the Driver must provide the final test report with the license application.
2. For pre-license tests, NASCAR will not accept any negative test older than 90 days before the time of license application approval.
3. Pre-License Drug Test Labs
 - a. Clinical Reference Laboratory facilitated by Drug Free Sport:
1-816-800-8156 or prelicense@drugfreesport.com
 - b. Sports Medicine and Research Testing Laboratory: 1-801-994-9454
4. If a pre-license drug test requires a medical review, the Medical Review Officer must be Dr. Douglas Aukerman or NASCAR designated MRO.

B. Reasonable Suspicion - NASCAR may also require a NASCAR Member to submit to a test or tests if a NASCAR Official has reasonable suspicion that the NASCAR Member has violated any part of this Policy or has a competitive advantage or diminished ability to perform as a result of using any substance in violation with this Policy. Some of the conditions, observations and/or reports that may cause a NASCAR Official to have such a reasonable suspicion are, without limitation, as follows:

1. When a NASCAR Member is found or observed in possession of illegal substances or illegal drug paraphernalia at any time.
2. Observation of signs, symptoms, and/or behaviors generally understood to accompany the use of prohibited substances or alcohol use or intoxication including, without limitation:
 - a. Physical signs of red or droopy eyes, dilated or constricted pupils;
 - b. Slurred speech, stumbling, or hyperactivity;
 - c. Needle marks;
 - d. Repeated unexplained disappearances from an Event;
 - e. Constantly running nose, red appearance in the face, or persistent sniffing;
 - f. Time distortion, including repeated tardiness and missed appointments;
 - g. Chronic forgetfulness or broken promises;
 - h. Accidents during Events;
 - i. Inability to concentrate or remember, or to maintain attention;
 - j. Mental confusion, paranoia, or presence of abnormal thoughts or ideas;
 - k. Violent tendencies, loss of temper, or irritability;
 - l. Extreme personality change or mood swings; or
 - m. Deteriorating personal hygiene or appearance.
3. An arrest or conviction for driving while under the influence of alcohol or drugs, or an alcohol or drug related conviction.
4. Receipt of a report from a reliable source that a NASCAR Member is under the influence of substances prohibited under this Policy on the day of a NASCAR Event, or, at any time, is using, possessing or selling illegal drugs or substance.
5. The results of an examination or test, as provided by the NASCAR Rules, which shows evidence of use of a prohibited substance or alcohol abuse or of adulteration or manipulation of the specimen.
6. The odor or aroma of an alcoholic beverage on or about the breath or body of a Competitor, Official or NASCAR Member consistent with use of such a substance or alcoholic beverage on the day of a NASCAR Event.
7. Violation of NASCAR safety precautions or careless acts during a NASCAR Event.

C. Follow-up testing - NASCAR Members may be required to undergo follow-up testing as requested by the PA, MRO or NASCAR. Tests may be:

1. Administrative. The PA may request follow-up testing for administrative issues.
2. MRO requested. The MRO may request follow-up testing for variety of reasons, including but not limited to:
 - a. If the MRO finds that test results are invalid, the MRO may request a follow up test to assist in analysis.
 - b. Monitor or determine therapeutic levels of prescription drugs.
 - c. Determine whether a NASCAR Member is “cycling” or “stacking” performance enhancing substances.
 - d. Assist in the investigative process to determine if there is a legitimate medical reason for test results.
 - e. Finding that a test was substituted or adulterated.
3. In its discretion, NASCAR may decide to include drug and/or alcohol testing as a condition of probation. In the rare instances when that occurs, NASCAR will review the situation and determine how many times, for how long, in what circumstances and for what substances a member will be tested as part of probation and whether collections are to be observed.

D. The Road to Recovery / Competition Re-entry - NASCAR Members, who violate this Policy, are required to be evaluated and tested before returning to NASCAR. In conjunction with the terms and condition of reinstatement of a NASCAR license, the PA will provide for an evaluation with an appropriate substance abuse professional for the purpose of advising on the creation of the Road to Recovery Plan, which may include substance abuse counseling, treatment or rehabilitation. The PA will determine how many times the NASCAR Member will be tested, for how long, and for what substances. The PA may also require that collections be under direct observation.

19-6 Specimens for Testing

NASCAR may require a NASCAR Member to submit to a test or tests, including without limitation urine, blood, saliva, hair, and/or breath tests. At the time of testing, the choice of specimen for a particular test is at the discretion the PA, MRO and NASCAR. Also, the type of test performed is at the discretion of the PA, MRO and NASCAR. In the event of disagreement, NASCAR shall make the determination of the specimen for a particular test.

19-7 Refusal to Test

A. Refusing to submit to testing will be treated as if the test was found to be positive. For the purposes of this Policy, NASCAR Members have refused to take a test if they:

1. Fail to participate, authorize or cooperate for testing, including failure to follow procedures of sub-section 19-8 Authorization for Testing and Release.
2. Fail to appear for a test after being notified of the test.
3. Fail to remain for the duration of testing or until all testing requirements are completed.
4. Fail to provide sufficient amount of the requested specimen, and the MRO determines that no legitimate medical reason exists for the insufficient specimen.
5. Fail to permit or allow a requested observed collection.
6. Fail to take a requested follow up test.
7. Fail to consult and/or cooperate with the MRO.
8. Fail to provide an unadulterated specimen. A test is considered a refusal for any findings of specimens that are adulterated, substituted, including but not limited to a finding of synthetic urine, synthetic marijuana, adulterants, intentional dilution of specimens, etc., and where no legitimate medical explanation supports the laboratory findings.
9. Any attempts by NASCAR Members to mask or alter the results of the test will be considered a refusal.

B. Removal from NASCAR Event – If a NASCAR Official directs a NASCAR Member, who refuses to consent to and participate in a test within the time period designated by the NASCAR Official, the NASCAR Member may be removed from the racing premises by a NASCAR Official and may be subject to other emergency action as may be appropriate, including disciplinary action pursuant to NASCAR Rules.

19-8 Authorization for Testing and Release

If a NASCAR Member refuses to execute any authorization for the release of that NASCAR Member’s medical records, as deemed relevant in the PA, MRO or NASCAR’s discretion, or withdraws such authorization for testing and release pursuant to this Policy, NASCAR Member will not be issued a NASCAR license and, if already issued, the NASCAR license will be suspended until the NASCAR Member executes the above mentioned authorization and release and delivers it to NASCAR. If a NASCAR Official directs a NASCAR Member to submit to a urine, blood, saliva, hair and/or breath test as provided by this Policy, that NASCAR Member must consent to and participate in the test by the time designated by the

NASCAR Official. If that NASCAR Member refuses to consent to and participate in such a test or tests within the time period designated by the NASCAR Official, the NASCAR Official may eject the NASCAR Member from the racing premises or take such other emergency action as may be appropriate, and that NASCAR Member will also be subject to disciplinary action pursuant to the NASCAR Rules.

19-9 Collection and Transport of Specimen(s)

The Collectors will, among other things, be responsible for the following procedures:

A. Identification & Direct Observation - The Collectors will confirm the identity of the person whose specimen is taken. Where necessary, the Collectors will conduct direct observation of the collection of the specimen(s) if in the MRO's discretion, the integrity of the testing process requires it. To direct an observed collection, the Collectors and his/her agents may consider not only their training and experience, but other factors, not limited to, but including: materials brought to the collection site, a temperature of the original specimen was out of range or the NASCAR Member's behavior indicates an attempt to tamper with a specimen, etc.

B. Designated times - The Collectors will ensure that the specimen(s) are collected within the designated time period. Normally, collection shall be made within one (1) hour or less of the notification of the NASCAR Member that testing will be conducted, unless a different time is designated by the PA and/or a NASCAR Official based on the circumstances.

C. Recording or Photographing Substance Abuse Procedures - Taking photographs and/or audio/visual recording of any of the NASCAR Substance Abuse Program collection protocols and procedures is prohibited. NASCAR Members are prohibited from bringing any electronic device capable of photography and/or audio/visual recording into the collection area.

D. Specimen quality - The Collectors will promptly measure the temperature of the specimen(s) to ensure it has not been manipulated. Where results indicate that the sample is inappropriate for testing, the Collectors and/or a NASCAR Official may require the NASCAR Member to provide additional specimen(s) as necessary.

E. Specimen handling - The Collectors will split specimens into "A" and "B" samples (when possible), label, secure, and transport the specimen(s) to the Testing Laboratory in such a manner as to ensure that the specimen(s) are not misplaced, tampered with, or relabeled.

F. Prescription drug forms - The Collectors will provide a form to be completed by the NASCAR Member that identifies all prescription and over-the-counter medications consumed by NASCAR Member in the preceding three (3) months.

G. Specimen ownership - Under this policy, all specimens collected, including both "A" and "B" samples, are exclusively the property of NASCAR.

19-10 Procedures if a Test Shows the Presence of Prohibited Substances Adulteration, Substitution – MRO cancelled tests

A. MRO Requests for an interview and additional information - Once the MRO notifies a NASCAR Member that they have a positive drug test or refusal to test because of adulteration or substitution, or other non-negative test, the NASCAR Member has 72 hours from the time of notification to respond to the MRO's request for an interview and additional information in accordance with the following rules:

1. The MRO may request the following information, for example and without limitation: suitable proof of valid medical prescriptions given by a licensed and treating physician, consent to review records of the prescribing physician, or any other reasonable requests that assist the MRO investigation.
2. To assist the MRO's investigation, the MRO may also direct the NASCAR Member to undergo further independent medical evaluation from a professional designated by the MRO, at the NASCAR Member's expense. After a medical exam is requested, NASCAR Members have 30 business days to have the test examination conducted. By obtaining a NASCAR membership or license, NASCAR Members have consented for the MRO to contact their physician for the purposes of an MRO investigation. The failure to cooperate with the MRO's investigation or provide suitable proof in a timely manner shall be treated as confirmation of the positive test.
3. MRO Notifications. When required by this policy, the MRO is to make reasonable efforts to notify Members. Reasonable efforts may include the MRO using email, texts, phone, or mail to contact the Member via the contact information the Member provided on the license application.

B. MRO Reporting of Results - If the MRO determines that there is no legitimate medical use or legitimate medical explanation for a positive test or refusal to test because of adulteration, substitution, the MRO is to consider all information derived from the testing process and information derived from the MRO investigation and then make a determination of whether the results are positive. If the MRO decides the results are positive, the MRO shall inform NASCAR of a positive result, irrespective of whether the split specimen procedures described in this Rule Book have been completed. Once split specimen procedures are completed, the MRO shall then

issue to NASCAR either a confirmed negative test result or a confirmed positive test result. If split specimen procedures are waived or never acted upon, the MRO shall issue a confirmed positive result and violation of this Policy to NASCAR.

C. Split Specimen Procedures - Once the MRO notifies a NASCAR Member that they have a positive drug test or refusal to test because of adulteration, substitution, or other non-negative test, the NASCAR Member has 72 hours from the time of notification to request in writing a test of the split specimen or B sample in accordance with the following rules:

1. All requests to test a "B" sample must be made in writing to the MRO. Please fax your request with a cover sheet to the MRO at (888) 595-4949 or send your request by email to mro@aukmed.net.
2. The "B" sample test shall be conducted at Sports Medicine and Research Testing Laboratory (SMRTL) using the "B" specimen from the original collection. The NASCAR Member may be present (either personally or be represented by a qualified toxicologist not affiliated with SMRTL) during the second test at his/her own expense. If the NASCAR Member chooses to be present personally or represented by a qualified toxicologist during the "B" sample test, the NASCAR Member must notify the MRO within the 72-hour period in writing mentioned in this sub-section 19-10C.
3. The "B" sample test will be performed in accordance with the same procedures used by SMRTL in the original test of the "A" specimen. If the "B" sample fails to confirm the original test, then the specimen and test will be recorded as negative, and there will be no violation under this Policy. If the "B" sample test confirms the original test, then the specimen and test will be recorded as a confirmed positive test and a violation of this Policy.
4. If no "B" sample is available due to the nature of the collection, then the MRO will act upon the procedures in sub-section 19-10A. The final determination of whether there has been a violation of this Policy will be made by the MRO.
5. After a "B" sample test is requested, NASCAR Members have 30 business days to have the "B" sample test conducted and results finalized.
6. If the MRO decides the results are positive, the MRO shall inform NASCAR of a positive result, irrespective of whether the split specimen procedures described in this Rule Book have been completed. If the MRO is concerned about the safety and integrity of the competition or other exigent circumstances, the MRO may notify NASCAR of the original "A" specimen positive test prior to the verification of the results.
7. Upon notification of the original "A" specimen positive test, NASCAR, in its sole discretion, may temporarily suspend a NASCAR Member's license before the "B" sample test is completed based on the following reasons:
 - a. Concerns regarding the safety of the NASCAR Members and others at the Event or on-track.
 - b. Concerns regarding the fairness of a competition.
 - c. Exigent circumstances,
 - d. Undue delay to accommodate the presence of the NASCAR Member (or his/her representative) at the "B" sample test.

NASCAR Members temporarily suspended in this section are ineligible to apply for temporary deferment of the suspension from the Appeals Panel under Section 14. In the interests of safety and integrity of the competition, the temporary suspension shall be executed promptly.

8. The "A" and "B" specimen sample remains the exclusive property of NASCAR
9. A NASCAR Member is not entitled to 72 hours to request a B sample test when no specimen was produced or tested due to refusal or when the NASCAR Member waives the 72 hours during the MRO interview.
10. Uncooperative Member. When the MRO has made repeated attempts to contact the Member regarding notification of a positive test and B bottle sample testing procedures, and the Member has not responded to the MRO, then the MRO may report the test as positive after 72 hours from the findings of the test. Lack of cooperation with the MRO by the Member will be treated as a constructive waiver of his B bottle sample testing procedures.

D. Cancelled and Negative Tests - If the MRO verifies a test as cancelled or negative, the results will be reported to NASCAR. A cancelled and negative test will not be treated as a violation of this Policy.

E. Suspension of NASCAR License - Upon being notified by the MRO of a verified positive or refusal or any violation of this Policy, NASCAR will suspend a NASCAR Member's license for an indefinite period and/or take such other disciplinary action deemed appropriate under the circumstances pursuant to the NASCAR Rule Book.

F. Publication of Results - By seeking to participate in any NASCAR Event, all NASCAR Members agree that NASCAR may publish the results of any test or tests

conducted pursuant to this Policy and the circumstances giving rise to such test or tests to such third parties as NASCAR, in its sole discretion, deems reasonable under the circumstances. NASCAR may also publish any and all violations to this Policy, including but not limited to conduct violations where no testing may have occurred. No NASCAR Member shall have any claim or cause of action of any kind against NASCAR or any director, officer, employee or agent of NASCAR, the PA, Testing Laboratory, or MRO with respect to such publication, and/or shall be deemed to have released any such claim or cause of action.

G. Road to Recovery / Competition Re-entry - NASCAR shall also send the suspended NASCAR Member a letter containing terms and conditions for consideration of reinstatement of the NASCAR Member's NASCAR license. If the NASCAR Member wishes to have NASCAR lift the suspension, the NASCAR Member must agree to NASCAR's terms and conditions. In conjunction with the terms and conditions of reinstatement, the PA will also facilitate an evaluation for the Road to Recovery Program by coordinating an evaluation with the appropriate substance abuse professional for advising on creation of a Road to Recovery Plan that may include substance abuse counseling, treatment or rehabilitation. The PA will determine how many times the NASCAR Member will be tested, for how long, and for what substances. The PA may also require that collections be under direct observation. Testing will be done at a time and place and under conditions specified by NASCAR and/or the PA, at the NASCAR Member's expense, which will include laboratory fees and all other direct and indirect costs incurred by NASCAR or the laboratory in connection with each test. When a NASCAR Member has, to the satisfaction of the PA, completed the requirements set forth in the letter, the NASCAR Member is eligible for reconsideration of reinstatement of a NASCAR license.

19-11 Disciplinary Action for Prohibited Acts Where There is No Testing for, Prohibited Substances or Alcohol

With respect to any prohibited act described herein, if a NASCAR Official determines that a NASCAR Member has engaged in any such prohibited act, the NASCAR Official may remove the NASCAR Member from the racing premises or take such other emergency action as is appropriate, and that NASCAR Member will also be subject to disciplinary action pursuant to NASCAR Rules.

19-12 Self-Reporting

Pain medications and other substances prohibited or misused under this Policy can be addictive, abused, and generally harmful to the health and well-being of NASCAR Members. A NASCAR Member who believes he/she may have a substance abuse issue or problem is encouraged to seek professional assistance or self-help solutions. No penalty will be imposed under NASCAR's Substance Abuse Policy on a NASCAR Member who voluntarily acknowledges a substance abuse issue or problem to NASCAR's Substance Abuse Program Director prior to notice of a drug test. NASCAR may, however, in the interest of safety, temporarily suspend the NASCAR Member's license until the NASCAR Member has been rehabilitated to the satisfaction of NASCAR. If requested, NASCAR will provide a list of credible drug or alcohol rehabilitation programs. NASCAR strongly encourages both self-help and professional treatment for those suffering from a substance abuse issue or problem. Many worthy programs, both public and private, are available for the treatment of substance abuse addictions. NASCAR will continue its efforts to support a drug-free America and a society in which alcohol is not abused.

19-13 Applicability of the NASCAR Rules

This Policy, as it may be amended from time to time, is binding upon all NASCAR Members in the same manner and to the same extent as the NASCAR Rules.

SECTION 20D NASCAR WHELEN MODIFIED TOUR

Open to NASCAR-approved automobile manufacturers provided they comply with, and adhere to, specifications as outlined for this Series.

NOTICE

ALL MODEL, ENGINE OR EQUIPMENT CHANGES OR MODIFICATIONS NOT SPECIFICALLY ADDRESSED IN THIS RULE BOOK BY NASCAR MUST BE SUBMITTED, IN A COMPLETED FORM/ASSEMBLY, TO NASCAR FOR CONSIDERATION OF APPROVAL ON OR PRIOR TO SEPTEMBER 3, 2024, UNLESS OTHERWISE AUTHORIZED BY NASCAR, TO BE CONSIDERED FOR COMPETITION FOR THE 2025 SEASON. THE APPLICANT WILL BE NOTIFIED OF APPROVAL OR REJECTION FROM NASCAR. RACE EQUIPMENT WILL NOT BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION AT ANY TIME OR ANY NUMBER OF TIMES UNOBSERVED OR UNDETECTED. ANY RACE EQUIPMENT WHICH DOES NOT CONFORM TO SPECIFICATIONS OR TOLERANCES CONTAINED IN THE 2024 NASCAR RULE BOOK, OR IS NOT OTHERWISE APPROVED BY NASCAR, MAY NOT BE USED IN NASCAR COMPETITION IN 2024. ALL SUBMITTED RACE EQUIPMENT MUST BE ACCOMPANIED BY COMPUTER AIDED DESIGN (CAD) FILES AND/OR MECHANICAL DRAWINGS AND REQUISITE FEE AS DETERMINED BY NASCAR.

20D - 1 COMPETING MODELS AS SELECTED BY NASCAR

20D - 1.1 NASCAR Whelen Modified Tour Races

NASCAR Whelen Modified Tour Races are open to eligible approved models of metal bodied passenger vehicle production sedans.

20D - 1.2 NASCAR Whelen Modified Tour Races

NASCAR Whelen Modified Tour Races will compete with the rules as specified in Section 20D of the Rule Book. If authorized by NASCAR, deviations to these rules may be permitted.

20D - 1.3 Approved Competition Chassis Manufacturers

2024 Racing Season

The following are the only approved manufacturers for competition in the NASCAR Whelen Modified Tour in 2024:

APPROVED CHASSIS MANUFACTURERS

BRE CHASSIS
CHASSIS DYNAMICS
FURY RACE CARS
LFR CHASSIS
MEADE CHASSIS
PSR PRODUCTS
RACE WORKS
SPAFCO RACE CHASSIS
TROYER RACE CARS
2 KWIK CHASSIS

OTHER APPROVED CHASSIS MANUFACTURERS

Other chassis manufacturers may be selected when available providing they conform to the specifications as set forth within the current Rule Book and meet the spirit and intent of competitive racing as currently evidenced in NASCAR Whelen Modified Tour racing.

20D - 2 GENERAL VEHICLE BODY REQUIREMENTS

20D - 2.1 Vehicle Bodies

The vehicle body must be acceptable to NASCAR Officials and meet the following minimum requirements:

A. Vehicles must be neat appearing. The interior and exterior of all floors, firewalls, roll cage and frame assemblies and the interior of all body panels should be painted using only light/bright colors. The type of paint used, whether it be flat, satin or high gloss finish, must provide a smooth surface. The paint or vinyl must not be textured. Vinyl may only be used on the exterior of the body panels. Thermal barrier coatings applied to the immediate driver's area may be used. The location of thermal coatings must be acceptable to NASCAR Officials.

B. All bodies must be installed on the frame in a manner acceptable to NASCAR Officials. Window openings should remain stock appearing and should maintain the original manufacturers window opening configuration. Bodies must not be wider

than the standard width from the front of the door panel to the rear of the quarter panels when measured beneath the vehicle at the rocker panels. The outer vertical surface of the left side and right side door and quarter panel assemblies may only be a flat or convex surface. The distance from the outermost surface of any door or quarter panel to the top and bottom edge of that panel must not be more than four (4) inches. The outer surface of the right side door and quarter panel assembly must be straight from the leading edge of the door to the trailing edge of the quarter panel as viewed from the rear, front and above. Bodies must not extend below the frame at the side rails. Skirts or additional metal must not extend below the body.

C. When fabricating the door and quarter panels, any accent lines or offsets whether they are tapered or flat will be limited to one (1) inch maximum in width.

D. Streamlining of the contours of the vehicle, beyond that approved by the Series Director will not be permitted. Installation of air directional devices, underpans, baffles, shields or the like beneath the vehicle or the vehicle's hood and front firewall, floor, rear firewall area, rear deck and quarter panel area will not be permitted.

E. Belly pans will not be permitted. A belly pan will be defined as any object or material that alters the flow of air under the vehicle. Determination of whether any material or object is or is not a belly pan shall be at the discretion of NASCAR Officials. The bottom panel of the front nose panel must not extend rearward past the rear edge of the harmonic balancer.

F. If, in the judgment of NASCAR Officials, any part or component of the vehicle not previously approved by NASCAR that has been installed or modified to enhance aerodynamic performance, will not be permitted. Bodies must have a standard appearing windshield opening and the windshield "A" post must follow standard configuration.

G. Vehicles will not be permitted to compete with excessive body damage (excessive body damage to be determined by the Series Director).

20D - 2.2 Overall Vehicle Weight

A. All specified minimum weight requirements will be with fuel, oil, and water (with driver) and the vehicle race ready. Throughout the Event, a minimum weight of 2,645 pounds and a maximum weight of 3,200 pounds will be required regardless of the cubic inch displacement. Vehicles will not be permitted to have more than 56% of the total weight as left side weight.

B. For all built engines with a 358.000 cubic inch displacement or larger, a minimum weight of 6.9 pounds per cubic inch plus 175 pounds will be required.

C. Unless otherwise authorized by the Series Director, at all times all weights will be measured by NASCAR Officials using the scales provided by NASCAR. It is the responsibility of each race team to insure that its vehicle meets the specified minimum weight requirements for this Series on these scales.

D. On major components, the use of non-magnetic and/or hollow fasteners and component mounting hardware with the intent of weight reduction will not be permitted.

E. Unless otherwise approved, Race Equipment, including vehicle parts and components, that in the judgment of NASCAR Officials have been constructed to increase the components weight beyond normal standards, will not be permitted.

F. Before the use of any composite component(s), the component(s) must be submitted to and approved by NASCAR for use in competition.

20D - 2.3 Added Vehicle Weight

A. Added weight must be in approved block form of not less than five (5) pound blocks (no pellets). Tungsten and other unapproved metals or materials will not be permitted.

B. Added weight must be securely bolted to the frame rail with a minimum of two (2), 3/8 inch diameter high quality bolts and painted white with the vehicle number or team identification permanently legible on it. Dislodged weight will not be permitted to be returned to the vehicle for weighing after the Race.

C. Any added weight containers should be welded directly to the main frame rails, rear sub-frame rails and/or the crossmembers attached to the main frame rails. Added weight will not be permitted inside the driver's compartment. Material and mounting must be acceptable to NASCAR Officials.

20D - 2.4 Vehicle Weights After Competition

A. After a vehicle has qualified, only fluids consumed, as determined by NASCAR Officials, may be replaced.

B. At the end of the Race, the minimum weight of the vehicle must be within one half of one percent (.5%) of the minimum weight requirement of the vehicle at the start of the Race. When vehicles are weighed after a Race, only water in the radiator, oil in the reservoir tank, and fuel in the fuel cell may be added. Wheels and tires may not be changed, unless otherwise authorized by NASCAR Officials.

C. The addition of ballast weight, after competition, will not be permitted.

20D - 3 DETAILED VEHICLE BODY REQUIREMENTS

In addition to the General Vehicle Body Requirements specified in sub-section 20D-2, the following Detailed Vehicle Body Requirements must be maintained.

20D - 3.1 Front Air Dam

An approved air dam may be mounted to the front underside of the vehicles. The optional metal or vinyl front air dam must be mounted perpendicular to the ground and not more than three (3) inches behind the front edge of the nose panel. The front nose panel and air dam must not extend past the front edge of the front bumper and must be acceptable to NASCAR Officials. The nose panel and air dam must not extend past the outside edge of the front frame rails. All support brackets must be mounted to the rear of the air dam. Horizontal or flat air deflectors must not extend past the outer edges of the front nose panel side walls.

20D - 3.1.1 Rear Spoilers

A. A NASCAR-approved rear spoiler must be installed at all times during competition. All spoilers must be approved by NASCAR Officials. An approved spoiler must be a flat non-adjustable part of the body which controls the flow of air over one (1) surface only. Spoiler sizes will be reviewed as testing and/or Race competition dictate, and adjustments may be made during testing, official practice, or prior to Events such as time trials and/or qualifying Races, etc.

B. All rear spoilers and spoiler mounting points must be acceptable to NASCAR Officials. A solid rear spoiler of a minimum 1/4 inch thick clear polycarbonate only must be installed on the rear center panel where the center panel and the rear vertical body panel intersect and meet the requirements that follow:

C. The rear spoiler must be eight (8) inches high by 48 inches wide, measured at the mounting point on top of the rear panel. The rear spoiler must be installed in the center at the rear of the quarter panels where the rear panel meets the center panel sheet metal. The rear spoiler must not extend past the rear edge of the rear bumper. Decals or logos will not be permitted on the rear spoiler.

D. A maximum of two (2) one (1) inch wide adjustable supports will be permitted on the front of the spoiler.

E. A maximum of three (3) supports must be attached to the rear of the spoiler. The supports, front or rear, must be attached to the spoiler using a solid one-piece of one (1) inch by one (1) inch aluminum angle mounted to the rear side and one (1) inch down from the top of spoiler.

F. All vehicles must maintain a minimum height of 31-1/2 inches and a maximum height of 35 inches, measured from the ground to the spoiler mounting point at the top of the rear vertical body panel.

20D - 3.2 Windows / Mirrors

20D - 3.2.1 Windshield

A. A single one-piece flat 1/4 inch thick clear polycarbonate windshield must be installed on the driver's side. The use of the polycarbonate laminated windshield is highly recommended. If the laminated windshield is used it must be a minimum of 1/4 inch thick.

B. The windshield must be mounted flush to the left side "A" post, the front edge of the roof panel and at the cowl or dash panel. The windshield must cover the area from the left side "A" post to the center windshield bar (#4A) and from the front edge of the roof panel to the cowl or dash panel. The windshield must be mounted using a minimum of three (3), evenly spaced, non-winged type quick release fasteners on each of the following, the left side "A" post, the front edge of the roof panel, the cowl or dash panel and the center windshield bar (#4A). Tabs welded to the center windshield bar (#4A) will be permitted. Hose clamps or tie wraps will not be permitted.

C. A complete steel windshield screen (with maximum openings of one (1) inch by two (2) inches) must be installed in the right side of the windshield opening. The windshield screen must cover the right side windshield opening from the center windshield bar (#4A) to the right side front roll bar leg (#2B) and from the front of roof bar (#3), at the top, down to the cowl or dash panel. The windshield screen must be mounted using only positive, non-winged type quick release fasteners. Tabs welded to the center windshield bar (#4A) and front roll bar leg (#2B), will be permitted.

D. Decals will not be permitted on the windshield.

E. All windshields, windshield screens and their installation must be acceptable to NASCAR Officials.

20D - 3.2.2 Rear Window

Rear windows will not be permitted.

20D - 3.2.3 Side Window

A. The minimum side window opening on all models must be 13-1/2 inches when measured from the top of the door panel to the bottom of the roof bar (#3) or the roof drip rail (whichever is closest). Door panels must not be cut or notched to meet this specification.

B. Should conditions require a larger window opening than 13-1/2 inches, a hinged door may be installed on the driver's side door. The door must be installed using a magnetic steel full length hinge and be equipped with a magnetic steel spring loaded latch. The maximum size shall be 22 inches in length by a maximum 5 inches in height. The door must be fabricated neatly without any protruding sides or edges and must be acceptable to NASCAR Officials.

20D - 3.2.4 Rear Vertical Panel

All vehicles must be equipped with a solid rear vertical body panel. The rear vertical body panel must extend down to the top of the frame and have a maximum 1-1/2 inch lip on the bottom edge.

20D - 3.2.5 Rear View Mirror

A. Multi-view type mirrors, with a maximum size of 2-1/8 inches in height by 21-1/2 inches in width, must be installed at all times during competition and must be mounted in the upper center of the windshield opening. The rear view mirror must not extend outside of the vehicle at any time or any position.

B. A side mounted rear view mirror may be installed; however, it must be acceptable to NASCAR Officials and must not extend outside of the vehicle at any time or in any position.

C. **Composite material(s) will not be permitted on the rear view mirrors or the mounting hardware.**

20D - 3.3 Dash Panel

All dash panels must be acceptable to NASCAR Officials. The dash panel must permit egress of the driver on the right side.

20D - 3.4 Firewalls / Floors

All firewalls, floors, tunnels, and access panels must be installed and completely secured in place when the vehicle is in competition.

20D - 3.4.1 Front Firewall

A. A front firewall constructed of magnetic sheet steel with a minimum thickness of 0.031 inch must separate the driver from the engine compartment.

B. The front firewall must be positioned below the leading edge of the windshield.

C. The front firewalls must be completely sealed and welded in place.

20D - 3.4.2 Floor Pan / Interior Sheet Metal

A. The floor pan directly beneath the seat forward to the front engine firewall must be a minimum 1/8 inch thick magnetic steel. The interior sheet metal to the right and rear of the seat must be constructed of magnetic sheet steel with a minimum thickness of 0.031 inch. The interior sheet metal from the right side of the seat to the right side door bars (#9B) and from the main roll bar (#1) to the right side vent window bar (#10B) must not be lower than the second door bar (#9B) from the main frame rail or it may angle from the top of the drive shaft tunnel upwards to the top of the right side door. The removable ignition system mounting plate may be mounted to the interior sheet metal directly from either the top or bottom of the sheet metal. Interior sheet metal must not be higher than or enclose a standard window opening. All floor pans and interior sheet metal from the front firewall to the rear firewall and inside the main roll cage assembly must be completely sealed and welded in place.

B. No additional floor pans or interior sheet metal will be permitted. Double panels will not be permitted.

C. The interior sheet metal behind the main roll bar (#1) may be roll formed upward to the top of the shoulder bar (#7). The sheet metal must extend rearward and at the center of the rear axle housing, the sheet metal may angle upward and seal to the bottom of the rear window opening and extend rearward to the rear vertical panel. The use of quick release fasteners (Dzus) to install the sheet metal behind the main roll bar (#1) will be permitted.

D. Interior spoilers, wings, or wind deflectors will not be permitted.

E. All seams of the floor pans, interior sheet metal and all interior sheet metal to exterior sheet metal contact points must be sealed. This includes, but is not limited to, floors, firewalls and crush panels.

F. All floor pans, interior sheet metal and installation must be acceptable to NASCAR Officials.

20D - 3.4.3 Rear Firewall

A. A rear firewall constructed of magnetic sheet steel with a minimum thickness of 0.031 inch must separate the driver from the fuel cell compartment.

B. The rear fire wall center panel must be a minimum of 28 inches wide and must extend from the rear vertical body panel forward to the horizontal shoulder bar (#7).

C. The rear firewalls must be completely sealed, securely mounted in place, and be acceptable to NASCAR Officials. The rear firewall directly behind the driver must be welded in place.

20D - 3.5 Doors

A. All door panels must be magnetic sheet steel or aluminum (if aluminum is used it must be a minimum 0.040 inch thick) and mounted in a manner acceptable to the NASCAR Officials. Any seams, creases or accent lines fabricated in the doors must be made parallel with the top of the door.

B. A minimum distance of 72 inches up to a maximum distance of 78 inches will be permitted when measured from the center of the rear axle housing forward to the front of the door. A minimum distance of 43 inches and a maximum distance of 45 inches will be permitted across the body at the bottom of the front windshield opening. A minimum of 43-1/2 inches and a maximum distance of 50 inches will be permitted across the body when measured at the bottom of the doors directly below the bottom of the front windshield opening.

C. An inner panel must be installed from the left side door panel to the outside edge of the left side main frame rail. The inner panel must extend from the front firewall rearward to the rear firewall. The inner panel must be magnetic sheet steel or aluminum (if aluminum is used it must be a minimum 0.040 inch thick) and installed in a manner acceptable to the NASCAR Officials. Aluminum crush panels must be installed at the front and rear firewalls and must extend outward to the left side door panel and extend upward from the inner panel to the top of the left side door panel.

20D - 3.6 Quarter Panels

Quarter panels must be acceptable to NASCAR Officials and made of magnetic sheet steel or aluminum (if aluminum is used it must be a minimum 0.040 inch thick) and meet the following minimum requirements:

A. The top of the quarter panels and door panels must maintain the same degree of rake from the front windshield "A" post to the rear vertical body panel on both the left side and right side.

B. All vehicles must have rear wheel openings on the right side a minimum of 11 inches and a maximum of 14 inches radius measured from the center of the rear axle housing.

C. The minimum size for any quarter window opening will be nine (9) inches high by 14 inches wide. If a "B" post is used on the rear roof quarter panel, the rear roof quarter panel must have the minimum quarter window opening. If a "B" post is not used, the leading edge of the rear roof quarter panel window opening must be located a maximum of 12 inches forward of the center of the rear axle housing. All quarter window openings and their location must be acceptable to NASCAR Officials.

D. The lower edge of the rear roof quarter window panel when measured at any point from the leading edge to the trailing edge must not be more than 2-1/2 inches inward from the upper edge of the rear quarter panel on both the left side and right side. The rear roof quarter window panel must remain parallel with the upper edge of the rear quarter panel on both the left side and right side.

E. A minimum distance of 34 inches (measured any place at the rear of the quarter panels) and a maximum distance of 42 inches measured from the center of the rear axle to the rear vertical panel of the body will be permitted. Both the right and left side rear quarter panels must be equal in length. A minimum distance of 49 inches and a maximum distance of 56 inches will be permitted when measured across the body at the top of the door panels at the front of the rear wheel openings. A minimum distance of 55 inches and a maximum distance of 60 inches will be permitted when measured at the bottom of the door panels at the front of the rear wheel openings. A minimum distance of 58 inches and a maximum distance of 60 inches will be permitted between the outer edges of the quarter panels measured at the rear bumper height. The bottom edge of the left side and right side quarter panels must not be located inboard of the top edge.

F. The height of the rear quarter panels when measured from the ground to the top of the rear quarter panel at the spoiler mounting location must be a minimum of 31-1/2 inches and a maximum of 35 inches.

G. The front lower edge of the rear quarter panel behind the rear wheels must not be higher than the lower edge of the rear corner rail bar. The rear lower edge of the rear quarter panel must not be higher than the lower edge of the rear vertical body panel. The lower edge of the rear quarter panels must not have a ground clearance of less than 7-1/2 inches at any point behind the rear wheels.

H. The rear vertical body panel located between the quarter panels must maintain a minimum of 31-1/2 inches and a maximum of 35 inches when measured from the ground to the top of the panel at the rear spoiler mounting point. The panel must be solid with no open holes and be mounted flush at the rear of the quarter panels. The center panel must not be higher than the top of the rear quarter panels. The lower edge of the rear panel must not be more than one (1) inch above the top of the rear bumper or rear bumper mounts.

I. The right side quarter panel assembly at any point must not extend outward beyond the inside edge of the right side rear tire contact patch as viewed from the rear and above. The right side rear quarter panel assembly behind the right side rear tire to the outside edge of the right side rear frame rail when measured must not be more than a maximum of 11-1/2 inches.

20D - 3.7 Grilles

A. The grille air intake housing at the radiator must maintain a rectangular shape across the front of the nose with the opening covering a minimum of 165 square inches. When a carburetor restrictor is required, the grille opening must be a minimum of 200 square inches.

B. Only a single layer of screen wire, with a minimum 1/4 inch by 1/4 inch opening, will be permitted in the grille opening to allow for proper cooling.

C. The use of tape will not be permitted on the grille opening.

D. Only metal grille air intake housings will be permitted.

E. Horizontal or flat air deflectors must not extend past the outer edge of the grille air intake housing.

F. The top and bottom panel of the grille air intake housing must mount flush with the side panels.

20D - 3.8 Hood / Roof

A. All vehicles must be equipped with a hood manufactured from a single piece of metal or fiberglass and be acceptable to NASCAR Officials.

B. The hood must be manufactured so that it will completely cover the engine compartment from the left side to the right side, turn down a minimum of four (4) inches on each side, and cover (if used) the engine side panels. Only openings for the carburetor air filter housing, air filter and the distributor will be permitted. Holes for cooling the carburetor or engine will not be permitted. No portion of the hood may be higher than the bottom of the carburetor air filter housing and air filter. Hoods must be fastened with positive pin fasteners evenly spaced across the front and rear.

C. Engine cover side panels will be permitted. Louvers will be permitted.

D. The roof panel must be from an approved manufacturer and be made of magnetic steel. All roof panels and their installation must be acceptable to NASCAR Officials. Unless otherwise authorized, the following are the only roof panels approved for competition:

<u>MANUFACTURER</u>	<u>PART NUMBER</u>
General Motors	22699260
Ford	F8RZ6350202AA
PTM Corporation	NMT-111

E. Roof support posts must remain stock appearing and maintain the original manufacturers configuration. All "A" posts must maintain a maximum width of 3-3/4 inches from the top mounting point to the bottom mounting point. The panel at the bottom of the "A" post must maintain a maximum length of 18 inches (including any portion of the panel that is recessed into the hood). The rear "C" post must be mounted to the rear quarter panels and maintain a minimum width of 48 inches. All roof panels must be installed in a manner and a position that is acceptable to NASCAR Officials. The front of the roof must be secured in three (3) places – one (1) in the center, one (1) on the left side and one (1) on the right side. The roof must be installed using non-winged type dzus fasteners.

F. The roof (body) height will be determined by measuring (with the driver) the overall height of the vehicle six (6) inches back from the leading edge of the roof at the roof centerline. The roof (body) height must be a minimum of 39-1/2 inches. The rear of the roof at the highest point must not be more than 3-1/4 inches higher than the actual front measurement.

G. An optional roof hatch may be installed above the driver to be used as an alternate exit. Installation of the roof hatch must be acceptable to NASCAR Officials.

H. The rear roof quarter window panel must be made from a single piece of metal without any creases, breaks or extra rolled designs. The quarter window panel must be neatly attached at the roof and the top of the quarter panels. The top of the rear quarter window panel must not be higher than a straight line when measured from the most rearward point of the roof down to the rear top of the quarter panel at the spoiler mounting point. The front edge of the "B" post must be located a maximum of 24 inches forward of the center of the rear axle housing. The installation of all rear quarter window panels and "B" posts must be acceptable to NASCAR Officials.

I. Radio antennas will not be permitted to be mounted on the roof panel.

20D - 3.9 Rear Deck Lids

The rear deck lid must be made of magnetic sheet steel or aluminum (if aluminum is used it must be a minimum 0.040 inch thick) and must be acceptable to NASCAR Officials.

20D - 3.10 Bumpers / Side Rails

Front bumpers, rear bumpers, side rails and rear corner rails must be installed at all times during competition. At the discretion of the Series Director any bumper, side rail or corner rail that has been damaged or flattened and/or is not functional during an Event, may be required to pit and make the necessary repairs before returning to competition.

The bumpers, side rails and corner rails must be acceptable to NASCAR Officials and meet the following minimum requirements:

A. Front bumpers must be made of two (2) pieces of 1-1/2 inches minimum to 1-3/4 inches maximum round magnetic steel tubing. The upper and lower front bumper tubing must be six (6) inches apart when measured center to center with a minimum of four (4) vertical connectors. Two (2) vertical connectors must be welded in the center of the radiused corners with the remaining two (2) spaced between the corner uprights. The front bumper must be convex in shape with rounded corners and mounted at the front frame rails at spindle height. The maximum width of the front bumper must not exceed more than two (2) inches per side of the front frame rails. The maximum distance from the center of the front spindle to the front of the front bumper must not be less than 30 inches and not more than 30-1/2 inches.

B. Rear bumpers must be made from an I-beam extruded from aluminum. The width, when measured across the rear of the vehicle must be a minimum of 48 inches and a maximum of 50 inches and be mounted on centerline of the rear sub-frame rails plus or minus (+/-) one (1) inch. Each end of the rear bumper (from the mounting side) must be cut square and capped with a minimum 0.125 inch thick aluminum. All bumper caps must be welded and sharp edges must be filed smooth. The minimum I-beam size permitted will be 2-3/4 inches by four (4) inches by 3/16 inch thick. The bumper must be mounted at rear axle height. A maximum distance of 46 inches measured at the center of the rear axle to the rear edge of the bumper will be permitted. Bumper extensions must be a minimum of 1-1/2 inch by 1-1/2 inch square magnetic steel tubing with a minimum wall thickness of 0.125 inches. Bumper extensions may be welded or bolted directly to the rear sub-frame crossmember. If bumper extensions are bolted to the rear sub-frame crossmember, four (4) bolts per bumper extension must be used and be a high quality minimum 3/8 inch diameter solid magnetic steel. Bumper extensions must have a rear bumper mounting flange a minimum of 1/4 inch thick flat magnetic steel welded completely to the bumper extension. Four (4) rear bumper mounting bolts per side must be used and be a high quality minimum 3/8 inch diameter solid magnetic steel. All mounting bolts must have a minimum of 1/2 inch of metal from the center of the mounting bolt to the edge of the mounting flange. When the rear bumper mounting bolts are fully tightened, mounting bolts must be completely flush with the mating surface, angled or beveled washers will be permitted. Grinding or machining of the rear bumper at the rear bumper mounting points will not be permitted (see Diagram #3, in the rear pages of the Rule Book). Holes and/or modifications that, in the judgment of NASCAR Officials, have been made with the intent of weight reduction, will not be permitted.

C. All vehicles must be equipped with rear corner rails and side rails. All rails must be constructed using a minimum 0.083 inch thick magnetic steel seamless tubing with an outside diameter of a minimum 1-1/4 inches and a maximum of 1-3/4 inches. Side rail bars must be constructed using the following guidelines.

1. Right side bars must be constructed by using two (2) pieces of magnetic steel seamless tubing. The bottom bar must attach to the rear of the frame rail and extend upward and outward even with the outside of the tires, or up to a maximum of 1-1/2 inch outside of the tires. The bottom side bar must extend forward parallel with the frame rail and angle in to the front sub-frame rail with minimal tire clearance. The bottom bar must be mounted centerline with the rear axle and front spindle. The top side bar must be attached centerline with the main roll bar (#1) at the intersection with the horizontal shoulder bar (#7) extending outward and forward to the forward most point of the bottom bar. The top bar must turn down, be centered on, and attach to the bottom bar. The top bar must have an additional support bar attached to the front roll bar leg (#2B) centered on the dash panel bar (#8). An additional support bar must be added in the center. The bar must be attached to the frame rail and side bar. Two (2) additional vertical support bars must be added, one (1) at the rear and one (1) in the center of the side rail bar. The distance measured at the front, center to center, of the top and bottom bars at the turn down area must be a minimum of six (6) inches. The distance measured at the rear center to center must be a maximum nine (9) inches and minimum six (6) inches. Right side rail bars must be attached using high quality minimum 5/16 inch diameter solid magnetic steel bolts. Pins or clips will not be permitted.
2. Left side rail bars must be constructed using the same guidelines described above except that the rear support bar may be a radiused bar that attaches to the main roll bar (#1) at the intersection with the horizontal shoulder bar (#7) extending down and attached to the frame rail. Left side rail bars must be mounted by centering the two (2) parallel side rail bars with the center of the rear

axle and the front spindle or left side bars may be raised a maximum of two (2) inches from center. Left side rail bars must be attached using high quality minimum 5/16 inch diameter solid magnetic steel bolts. Pins or clips will not be permitted.

3. Rear corner rails must be constructed using two (2) pieces of magnetic steel seamless tubing a minimum of 1-1/4 inches and maximum 1-3/4 inches in diameter. Both pieces of tubing must be identically formed and welded to a steel bumper bracket at the rear. The left and right rear corner rail mounting brackets must be a minimum of two (2) inches by two (2) inches, minimum 1/8 inch thick magnetic extruded steel angle and must attach to the rear surface of the rear bumper with two (2) high quality minimum 3/8 inch diameter solid magnetic steel bolts per side. All mounting bolts must have a minimum of 1/2 inch of metal from the center of the mounting bolt to the edge of the rear corner rail mounting flange and must be a minimum of one (1) inch from the end of the rear bumper. When the rear corner rail mounting bolts are fully tightened, mounting bolts must be completely flush with the mating surface, angled or beveled washers will be permitted. Grinding or machining of the rear bumper at the rear corner rail mounting points will not be permitted (see Diagram #3, in the rear pages of the Rule Book). The tubing must angle out and upward even with the outside of the tires, or up to a maximum of 1/2 inch outside of the tires and maintain a six (6) inch dimension measured center to center. The corner bumpers must then turn in with a minimal tire clearance to the rear quarter panels. Additional support bars must be installed behind the body panels to the rear frame rails and/or roll cage. The front mounting flanges of the rear corner rails must be attached using high quality minimum 5/16 inch diameter solid magnetic steel bolts. Pins or clips will not be permitted.

20D - 3.11 Identification / Marking

A. Numbers / Graphics

1. All vehicle number configuration and design is subject to approval by the Series Director. Only single or double-digit numbers will be permitted. **The size, color, and style of numbers must be adequate to permit prompt identification by NASCAR Officials at all times.** Numbers must be a solid color, at least 18 inches high, measured vertically, excluding borders and silhouettes, must be neatly attached to or painted on both sides of the vehicle on the center of the door. Door numbers must be a minimum of four (4) inches in width, and slant no more than 30 degrees from vertical. The tops and bottoms of all numbers must be even (not staggered). Two (2) digit numbers must not overlap and must have a minimum of 3/4 inch separation. A solid number 18 inches high, excluding borders and silhouettes, must be neatly attached to or painted on the center of the roof, reading from the passenger side. Door and roof numbers must be of a different color to most of the background paint scheme. Numbers that are of an outline or border only style will not be permitted. Solid numbers, as large as possible, must be attached to or painted on the right side outer nose and rear vertical panel. Mirror foil numbers, state designation letters and decals will not be permitted. Paint schemes using a mirrored or holographic appearance will not be permitted.
2. All NASCAR Whelen Modified Tour vehicle numbers are owned by and will be assigned by NASCAR for use by the car owner. Vehicle numbers are not transferable or assignable by the car owner. Numbers on a vehicle competing in this Series must correspond with the car owner's license that is on file at NASCAR Headquarters, unless otherwise authorized by NASCAR.
3. NASCAR Officials may require a Competitor to use a different number in order to avoid duplication or confusion at an Event.

B. Decals / Advertising

1. NASCAR may, in its sole discretion, refuse to permit for any reason, or it may restrict or assign the size or placement of decals, identification, and advertising of any kind including but not limited to the vehicle, equipment, personnel, uniforms, garage and pit areas, promotional materials, and/or support vehicles. All NASCAR Members agree to accept NASCAR's decision in this regard.
2. NASCAR may refuse to permit a Competitor to participate in an Event if NASCAR determines that any advertising, sponsorship or similar agreement to which the Competitor (or a car owner, driver or crew member associated with the Competitor) is or will be a party, is detrimental to the sport, to NASCAR, Series Sponsor or to the Promoter for any reason, including without limitation, the public image of the sport.
3. Decals, advertising slogans, paint schemes and other graphic designs and text on the vehicle that have not been previously approved by NASCAR must not be used unless and until they have been submitted by the crew chief to NASCAR Headquarters and approved by NASCAR prior to the Event. The review and approval of decals, advertising slogans,

paint schemes and other graphic designs and text on the vehicle that have not been previously approved by NASCAR is at the sole discretion of NASCAR and such approval may be withheld for any reason. All NASCAR Members agree to accept NASCAR's decision in this regard.

4. Decals, advertising logos, text or identification of sponsors must not be placed on the front of each door and/or each side of the hood (between the front of the vehicle and the front of the door) other than (a) decals, advertising logos, text or identification of series sponsors, (b) decals, advertising logos, text or identification of NASCAR contingency program sponsors, or (c) such other decals, advertising logos, text, or identification as NASCAR may in its sole discretion permit or require.
5. All decals or adhesive-backed emblems supplied by NASCAR contingency program sponsors for advertising or identification on NASCAR Whelen Modified Tour race vehicles are limited in size to the area of a 32 square inch rectangle. Decal sizes will be determined by multiplying the full width and full length of any decal, regardless of the decal shape. Only decals of participating NASCAR contingency program sponsors will be permitted.
6. Decals, advertising logos, text or identification of sponsors will not be permitted on the windshield (except drivers last name) or rear spoiler.
7. Decals, advertising logos, text, or identification of sponsors, other than the vehicle number, will not be permitted on the door of the vehicle from the front edge of the door to the front edge of the "B" post.
8. **The Series sponsor decal "Whelen" must be displayed and centered on the front edge of the roof.**
9. **As an option Teams will be permitted to place a decal, with the driver's last name across the top of the front windshield. If used the driver's last name must be centered on the decal and the decal must extend the full width of the upper front windshield and must be black vinyl five (5) inches in height. The driver's last name must be printed in Berthold Akzidenz Grotesk Extra Bold Condensed Italic Font a minimum of three (3) inches and a maximum of four (4) inches high white text.**
10. One (1) vehicle marking (sponsor) with a maximum height of five (5) inches will be permitted behind the roof number on the roof panel. Vehicle marking must be approved by NASCAR.
11. A yellow stripe must be displayed on the vertical portion of the rear bumper of any vehicle driven by a rookie driver as determined by the Series Director.

20D - 4 GENERAL ENGINE REQUIREMENTS

20D - 4.1 General Engine Eligibility

A. The eligible engines must be production engines as determined, selected, and approved by NASCAR. All major components (engine blocks, heads, etc.) must be produced by the manufacturer for sale in a regular product offering. Prior to being used in competition, all major engine and component parts must be submitted, in a completed form/assembly, to the office of the Series Director on or prior to September 3, 2024 for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible.

B. As an option, Teams may compete with a NASCAR-approved "Spec Engine". If used, the "Spec Engine" may be purchased as a completely assembled engine or purchased in kit form to be assembled by the engine builder of the team's choice. "Spec Engine" kits and assembled engines are available directly from Robert Yates Racing Engines, LLC. If used, the "Spec Engine" must be completely assembled using only approved "Spec Engine" components without any modifications. Part numbers and/or identification markings must remain as supplied without modifications. Painting, coatings, polishing, addition or removal of material of any kind will not be permitted to any engine part. All parts, pieces and components that are used in the "Spec Engine" must originate from Robert Yates Racing Engines, LLC and remain as supplied.

Robert Yates Racing Engines, LLC
159 Bevan Drive
Mooresville, North Carolina 28115
Phone: 704-660-7015
Email: dlewis@ryr.com

The following modifications listed below are permitted to the approved "Spec Engine":

1. A bonding agent (epoxy) may be used to assist in adhering the emulsion tube plugs to the carburetor metering blocks, if needed to help prevent fuel leakage only. No other modifications to the carburetor metering

blocks will be permitted. The carburetor metering blocks must remain as supplied by the NASCAR-approved supplier and manufacturer.

2. The installation and fitting of valve guide liners will be permitted. The valve centerline and valve angle must remain the same as supplied by the NASCAR-approved supplier and manufacturer.
3. The combustion chamber volume must be 64cc's for compression after the valve maintenance (valve job) has been completed.
4. Valve Springs must be installed at 1.800 inches with an approximate seat pressure of 130 lbs.
5. A maximum cylinder overbore size of 0.010 inch will be permitted on the NASCAR-approved "Spec Engine" block. The 0.010 inch overbore pistons, piston rings and wrist pins must be purchased from and remain as supplied by the NASCAR-approved supplier with no modifications.
6. Decking (milling) of the engine block cylinder head surface to ensure proper sealing will be permitted. The engine block cylinder head surface may be decked (milled) up to a maximum of 0.005 inch. When installed the top of any piston must not be more than 0.015 inch at any point above the engine block cylinder head surface.

The following modifications listed below will not be permitted to the approved "Spec Engine":

1. Valve guide service with the exception of valve guide liner installation and valve seat replacement must only be completed by Robert Yates Racing Engines, LLC.
 - a. The following procedures and specifications must be followed when performing valve maintenance (valve job) on the "Spec Engine". No modifications or deviations from the procedures or specifications will be permitted.
 - b. There are two (2) approved methods of valve seat maintenance for the "Spec Engine"
 1. The use of a dedicated carbide cutting tool insert for the intake and exhaust valve seats is available only through Robert Yates Racing Engines, LLC.

INTAKE

Part number: WAR-IC-6527

EXHAUST

Part number: WAR-EC-6528

2. The programming and application of the supplied coordinates for use with the NEWEN Contour EPOC style machine using a single point cutter are available only through Robert Yates Racing Engines, LLC.
2. No modifications to the CAMSHAFT – CAMSHAFT TIMING must be to manufacturers specified settings.

The use of a camshaft degree bushing will be permitted in the camshaft timing gear to obtain the manufacturers camshaft timing specified settings. The manufacturers camshaft specified settings for the intake centerline must be a minimum of 105.5 degrees and a maximum of 106.25 degrees. No other modifications to the camshaft timing will be permitted.

3. No ignition system modifications.

As an option, teams will be permitted to use the crank trigger ignition system Part # 125004 available only through Robert Yates Racing Engines. If the crank trigger ignition system is being used, triggering devices or pick-ups will not be permitted inside the distributor housing. Teams will be permitted to use distributor Part # 187008 available only through Robert Yates Racing Engines with the crank trigger ignition system only.

4. No oil pan modifications.

Must use the NASCAR-approved "Spec Engine" oil pan Part # 144010 available only through Robert Yates Racing Engines.

C. If the "Spec Engine" bell housing, clutch assembly (including flywheel and starter ring) and starter are used they must remain as supplied by the NASCAR-approved supplier.

D. Weight adjustments (if any) will be made through NASCAR Technical Bulletins and/or announcements.

E. Unless otherwise specified by NASCAR, the same long block engine assembly (engine block, crankshaft, camshaft, connecting rods, pistons, cylinder heads, and valves) must be used for the entire Event, including practice, qualifying

and the Race. An engine must not be removed from a vehicle without the approval of the Series Director. The Series Director may require any team that removes an engine to start at the rear of the field, providing the vehicle earns a starting position in the Race. The engine may be removed from a back-up vehicle, without a penalty, at the discretion of the Series Director as follows:

1. If a vehicle is wrecked beyond repair in practice before qualifying and a back-up vehicle is used, then an engine change may be permitted provided the change can be accomplished in a timely manner before qualifying.
2. If a vehicle is wrecked beyond repair during qualifying and a back-up vehicle is used, an engine change may be permitted, however, the engine change must be completed before the beginning of practice(s), if practice(s) is scheduled, following qualifying.
3. If a vehicle is wrecked beyond repair after qualifying and a back-up vehicle is used, then an engine change may be permitted without an additional penalty.

If a Competitor violates this Rule, in addition to imposition of a penalty pursuant to Section 12, the Series Director may take appropriate action during the Event, including but not limited to loss of practice time and/or loss of the opportunity to qualify and/or confiscation of the engine or engine components. Such action shall be deemed an inspection decision not subject to Section 12.

In an effort to save time during at track inspections, it is highly recommended that all built engines have the forward most right side and forward most left side intake manifold bolts and the forward most right side and forward most left side lower cylinder head bolts cross drilled for engine sealing. If cylinder head studs are used, it is recommended that the studs be cross drilled above the cylinder head nut or through cylinder head nut and stud. If the cylinder head bolts or studs are drilled, the holes must be drilled a minimum diameter of 0.063 inch to accept the NASCAR engine seal.

It is highly recommended that all NASCAR-approved "Spec Engines" have the forward most right side and forward most left side intake manifold bolts, the forward most right side and the forward most left side lower cylinder head bolts and the right side and left side (second from bottom) front timing cover bolts cross drilled for engine sealing. If the bolts are drilled, the holes must be drilled a minimum diameter of 0.063 inch to accept the NASCAR engine seal.

The right side front carburetor stud must be drilled a minimum diameter of 0.063 inch to accept the NASCAR carburetor seal on all engines. All built engines must have the closest intake manifold bolt to the drilled carburetor stud on the right side drilled a minimum diameter of 0.063 inch to accept the NASCAR carburetor seal.

20D - 4.2 General Engine Characteristics

The following characteristics of the production engine must be maintained in any engine used in competition in a manner acceptable to NASCAR Officials. All parts listed below must originate from approved production castings and forgings. All parts, except spark plugs, should utilize fractional English measurement system fasteners and dimensions (non-metric).

A. ENGINE BLOCK:

Material
Number of Cylinders
Angle of Cylinders
Cylinder Bore Centerline Spacing
Number of Main Bearings and Type
Number of Camshaft Bearings and Type
Integral or Separate Cylinder Sleeves
Location of Camshaft
Overall Configuration

B. CYLINDER HEAD:

Material
Number of Valves per Cylinder
Type of Combustion Chamber
Location of Spark Plug
Orientation of Spark Plug
Arrangement of Valves
Valve Location in Relation to the Cylinder Bore
Angle of Valves
Type of Valve Actuation
Number of Intake Ports
Number of Exhaust Ports

Center Distances of Intake Ports Referenced to the Cylinder Bore
Center Distances of Exhaust Ports Referenced to the Cylinder Bore
Angle of Port Face Relative to Mating Face of Head to Block
Firing Order

20D - 5 DETAILED ENGINE REQUIREMENTS

For purposes of construction, some elements of sub-section 20D-5 are listed below. Changes from the NASCAR-approved standard production automobiles or component parts will not be permitted except as specified in the following NASCAR Rules for engine preparation. In addition to the General Engine Requirements specified in sub-section 20D-4, the engines must also conform to the following Detailed Engine Requirements.

20D - 5.1 Engine Location

The engine location must be approved by NASCAR Officials. The engine must be mounted between the frame rails in front of the driver. The longitudinal centerline of the crankshaft when measured to the centerline of the lower ball joint, on both the left side and right side, must be within two (2) inches in distance. The engine must not be tilted.

20D - 5.2 Engine Ground Clearance

The engine ground clearance will be measured (with the driver in the car) at the oil pan. A minimum height of 1-1/2 inches from the bottom of the oil pan to the ground must be maintained at all times during the inspection process.

20D - 5.3 Engine Mounts

All engine mounts must be acceptable to NASCAR Officials and meet the following minimum requirements:

- A. Engine mounts must be reinforced steel or aluminum.
- B. All engine mounts must be securely bolted.

20D - 5.4 Engine Displacement / Compression Ratio

A. Engine Displacement

Only "small block" V8 engines with a minimum of 350.000 cubic inch displacement will be permitted.

The only basic engines designated and approved as "small block" engines are:

<u>FORD</u>	<u>GENERAL MOTORS</u>
351C CID	350 CID

Engine displacement may be increased or decreased by changing the cylinder bore diameter and/or the crankshaft stroke length. The total cubic inch displacement must not be less than 350 cubic inch displacement.

The formula for determining cubic inch displacement is as follows: Bore x Bore x Stroke x .7854 equals cubic inch displacement of each cylinder. The cubic inch displacement of each cylinder added together will determine the total cubic inch displacement of the engine.

Unless otherwise permitted by NASCAR Officials, a maximum cooling down time of two (2) hours from the official completion time of the Race will be permitted prior to measuring the total cubic inch displacement.

B. Compression Ratio:

For all Events, the maximum compression ratio permitted on any cylinder will be 12.0 to 1 on all NASCAR-approved built engines. When calculating the compression ratio, an allowance of one (1) cubic centimeter will be added to the volume for the area around the top of the piston down to the top of the piston ring that will be sealed with grease.

The procedure for calculating the compression ratio is as follows: Bore x Bore x Stroke x .7854 x 16.387 equals the Cylinder Volume of a cylinder at Bottom Dead Center (BDC) in cubic centimeters. The Cylinder Head Pour Volume minus (-) the known volume of the cylinder head plate plus (+) Head Gasket Volume plus (+) 1.00 cc for sealing the piston ring plus (+) the Cylinder Block Volume minus (-) the known volume of the block plate equals (=) Chamber Volume.

$$\text{Compression Ratio} = \frac{\text{Cylinder Volume plus (+) Chamber Volume}}{\text{Chamber Volume}}$$

20D - 5.5 Engine Blocks

All engine blocks must be acceptable to NASCAR Officials and meet the following requirements. NASCAR Officials may use an engine block provided by the respective manufacturer as a guide in determining whether a Competitor's engine block conforms to the specifications of the Rule Book.

20D - 5.5.1 Eligibility

A. Engine blocks must be a product of the manufacturer for the NASCAR-approved engine being used in competition. Approved manufacturers identification

and part numbers and/or casting numbers in the form of cast-in numbers must remain unaltered on the engine block being used in competition.

B. Only the Ford 351 Cleveland-type engine blocks and General Motors 350 engine blocks will be permitted. Aftermarket engine blocks will not be permitted.

C. The engine block must retain all standard external dimensions with the exception of the surfacing of the engine block deck. Angle cutting of the engine block deck will not be permitted.

D. Engine blocks must use individual magnetic steel crankshaft main bearing caps. The main bearing bore size must be the same for all main bearings.

E. Aluminum engine blocks will not be permitted.

F. The General Motors cast iron engine blocks, part numbers 22551657, 22551659, 22551788 and 22551790, will not be permitted.

20D - 5.5.2 Internal Changes

A. Boring and honing of the cylinders will be permitted. Cylinder bores must remain round.

B. Internal polishing of the engine block will be permitted.

C. Relocation of the camshaft will not be permitted.

20D - 5.5.3 Pistons/Rods

A. Only round aluminum pistons will be permitted.

B. All pistons must be configured with two (2) separate compression piston ring grooves located near the top of the piston and one (1) oil ring groove located below the compression ring grooves. A piston compression ring must be used in each compression ring groove and one (1) oil ring assembly must be used in the oil ring groove.

C. Only solid magnetic steel connecting rods will be permitted.

D. Only round piston pin holes with a fixed location in the piston and the connecting rods will be permitted.

E. Titanium and stainless steel connecting rods will not be permitted.

F. Only two-piece insert style connecting rod bearings will be permitted. Roller bearings will not be permitted.

20D - 5.5.4 Oil Pans / Oil Coolers

The oil pans and oil coolers must be acceptable to NASCAR Officials and meet the following minimum requirements:

A. Oil pans must be made of magnetic steel. Spacers, other than sealing gaskets, will not be permitted between the oil pan side rails and the engine block surface.

B. Segmented oil pans and/or crankcases will not be permitted. The oil pan and crankcase area must remain open. Additions of materials to the engine block, engine block components, and/or the oil pan to separate the crankcase area from front to rear will not be permitted.

C. A maximum of four (4) oil pump scavenging pick-ups will be permitted into the oil pan. The scavenging pick-ups must draw oil from the inside bottom of the oil pan.

D. Sealed windage trays will not be permitted.

E. A single baffle (windage screen) may be used inside the oil pan providing it is constructed of wire mesh or louvered metal. The baffle (windage screen) must be installed in a straight line from the front to the rear of the oil pan. The baffle (windage screen) must attach to the upper sidewall and to the bottom of the oil pan on the same side. Clearance between the baffle (windage screen) and the engine main bearing caps must not be less than 1-1/2 inches when viewed horizontally. Directional baffles in the bottom of the oil pan must not be higher than one (1) inch.

F. Engine oil coolers must be either an oil to air or an oil to water heat exchanger mounted adjacent to the engine. The oil cooler must be mounted inside the body panels. The oil cooler may be mounted in front of the engine firewall or to the right of the driver beneath the angled interior sheet metal. The oil cooler air intakes mounted in the front body panels must not be larger than five (5) inches in width and 10 inches in length. A maximum of two (2) cooling ducts with a maximum three (3) inch diameter flexible hose in the front body panels will be permitted. Any outward facing lips on the cooling ducts must only be bent once and the lip must not exceed one (1) inch. The oil cooler air intake mounted above the interior sheet metal must not be larger than five (5) inches in width and 10 inches in length. The outside edges of the oil cooler must be completely sealed with sheet metal. All oil coolers and their installation must be acceptable to NASCAR Officials.

20D - 5.6 Cylinder Head

All modifications must be submitted to NASCAR before any proposed modification will be eligible for approval. Approved manufacturers identification and part numbers in the form of cast-in part numbers must remain unaltered on the cylinder heads being used in competition. The following cylinder heads are approved for use in competition:

<u>MANUFACTURER</u>	<u>PART NUMBER</u>	<u>CASTING NUMBER</u>
Ford (dated 9/9/91 or later)	E3ZM6049C3	E3ZM6049C3
	E3ZM6049C3L	M6049C3 E3ZM6049C3
General Motors 18 Degree	10134364	10134363
	24502580	10134363

NASCAR Officials may use a cylinder head provided by the respective manufacturer as a guide in determining whether a Competitor's cylinder head conforms to the specifications of the Rule Book.

20D - 5.6.1 Eligibility

To be eligible, the approved cylinder heads must be acceptable to NASCAR Officials and meet the following requirements:

1. The valve angle and valve location must remain as approved by NASCAR. Spacing between the valves measured center to center is:

<u>MANUFACTURER</u>	<u>VALVE ANGLE</u>	<u>SPACING</u>
Ford	Intake 7-1/2 Degrees	1.900 inches
	Exhaust 8 Degrees	
General Motors	18 Degrees	1.935 inches

Valves must remain in the approved location in relation to the cylinder bore centerline.

2. The top of the intake ports must remain in the approved location measured on the inside top of the port.
3. The vertical centerline of the intake port entrance must be straight and perpendicular to the cylinder head gasket surface. The vertical centerline of the intake port must remain in the approved location. The horizontal centerline of the intake port must be straight and parallel to the cylinder head gasket surface.
4. The vertical and horizontal centerlines of the exhaust port exit must remain in the approved location. The vertical and horizontal centerlines must be straight lines. The horizontal centerline must be parallel to, and the vertical centerline must be perpendicular to, the cylinder head gasket surface. If material is removed from the top or side of the exhaust port, the same amount must be removed from the bottom or opposite side of the port.
5. The rocker arm fastener bolt holes must remain in the approved location.
6. Only stainless steel or titanium valves are permitted. Exotic materials will not be permitted.
7. Only magnetic steel valve springs are permitted.
8. Only two (2) valves per cylinder will be permitted.
9. There are no restrictions on the valve size.
10. Internal polishing and porting will be permitted.
11. Spark plug holes must remain in the approved location.
12. Angle cutting of the cylinder head to the engine block mating surface will not be permitted.
13. Milling of the heads will be permitted, but not to exceed 0.175 inch.
14. "O" rings will not be permitted for sealing the cylinder head to the engine block.

20D - 5.6.2 External Changes

A. External modifications for the approved cylinder heads will be permitted providing the external dimensions of the cylinder head have not been changed in respect to original height (plus 0.100 inch for Ford, plus 0.080 inch for General Motors or minus 0.175 inch for all engines), original length, and original width as compared to the cylinder heads described in sub-section 20D-5.6.

B. External modifications for the Ford cylinder head, part number E3ZM6049C3L and the 18 degree General Motors cylinder head, part number 24502580 will be limited to milling of the head not to exceed 0.175 inch.

C. Painting or coating of the cylinder heads will not be permitted.

20D - 5.6.3 Internal Changes

Except as provided below, internal porting and/or polishing will be permitted. The addition of foreign material (i.e., epoxy, plastics, etc.) to the production casting will not be permitted. The original internal shape and configuration of the port must not be notched, grooved, channeled, or ridged in any way. After porting and/or polishing the intake port walls, port roof and port floor from the intake manifold mating surface to the centerline of the intake valve, air can flow over one (1) surface each. When the manufacturer has cast a valve guide support into the roof of the intake port the valve guide support must be blended into the roof of the intake port, eliminating all sharp edges. The maximum port floor height, maximum port roof height, port centerline, and spark plug locations must conform to the approved NASCAR template.

20D - 5.7 Crankshaft / Harmonic Balancer

20D - 5.7.1 Crankshaft

- A. Only one-piece magnetic steel crankshafts will be permitted.
- B. Aftermarket crankshafts must have the same design as an OEM type crankshaft for the approved engine and must be acceptable to NASCAR Officials.
- C. Only two-piece insert style crankshaft main bearings will be permitted. Roller bearings will not be permitted.
- D. Crankshafts may be lightened and balanced. A solid material must be used to balance crankshafts.

20C - 5.7.2 Harmonic Balancers

Harmonic balancers must be used and must be used as manufactured. Only SFI 18.1-approved magnetic steel harmonic balancers and balancer hubs, acceptable to NASCAR, will be permitted.

20D - 5.8 Camshaft / Valve Lifters / Rocker Arms

20D - 5.8.1 Camshaft

- A. Any magnetic steel roller or flat tappet camshaft will be permitted. The maximum camshaft journal size must not be more than 2.362 inches (60mm).
- B. Only standard production design timing chains, gear drives, and belt drives will be permitted for operating the camshaft on all engines. Camshaft timing must be fixed; variable timing devices will not be permitted. All camshaft timing drive systems must be acceptable to NASCAR Officials.
- C. Camshafts must be driven in the same direction of rotation as the NASCAR-approved standard production engine crankshaft. The camshaft must maintain the same firing order as the NASCAR-approved production engine. The approved firing orders using approved cylinder identification are as follows:

Ford	1-3-7-2-6-5-4-8
General Motors	1-8-4-3-6-5-7-2

D. The manufacturers cylinder identification sequence is as follows:

<u>General Motors</u>		<u>Ford</u>	
(Front)		(Front)	
1	2	5	1
3	4	6	2
5	6	7	3
7	8	8	4

20D - 5.8.2 Valve Lifters

- A. Valve actuation must be limited to one (1) lifter, one (1) push rod and one (1) rocker arm per valve. All valve actuation systems must be acceptable to NASCAR Officials.
- B. Solid magnetic steel flat tappet straight barrel, steel roller and mushroom valve lifters will be permitted.
- C. Any type of mechanical assistance exerting a force to assist in closing the valve, commonly known as rev-kits, will be permitted.
- D. Only magnetic steel one-piece, push rod assemblies without any moving parts will be permitted.

20D - 5.8.3 Rocker Arms / Valve Covers

- A. Only steel or aluminum roller bearing rocker arms, one (1) per valve, that are acceptable to NASCAR Officials may be used. Split shaft rocker arm assemblies will be permitted.
- B. The rocker arm fastener bolt holes may not be relocated more than 0.100 inch in any direction measured from the centerline of the approved rocker arm fastener hole.
- C. Valve covers must be made of steel or aluminum. Magnesium and other exotic materials will not be permitted.

20D - 5.9 Intake Manifold

- A. The intake manifold must be approved by NASCAR. The approved manufacturers identification in the form of cast-in part numbers must remain unaltered on the intake manifold.
- B. The intake manifolds must conform to the NASCAR-approved templates, gauges, scales and other measuring devices.
- C. NASCAR Officials may use an intake manifold provided by the respective manufacturer as a guide in determining whether a Competitor's intake manifold conforms to the specifications of the Rule Book.
- D. Only open plenum intake manifolds will be permitted. The plenum opening must not be smaller than a minimum size of 3-5/8 inches in width by 3-9/16 inches in length. The maximum plenum opening size must not be larger than 3-3/4 inches in

width by 3-11/16 inches in length. The plenum opening must have radiused corners that maintain the shape and configuration of an open four (4) barrel carburetor gasket.

E. The inside floor of the plenum and the carburetor mounting flange must remain in the approved location.

F. The plenum will be defined as the area inside the opening of the intake manifold from the plenum opening at the carburetor mounting flange down to the floor of the plenum. Included in the plenum area will be where the runner walls attach at the top and bottom in the plenum. The intake manifold runners will be defined as starting at the point of attachment both at the top and the bottom in the plenum area of the intake manifold.

G. The intake runners must maintain the same length as compared to the approved intake manifold with the same part number.

H. The centerline of the intake ports, as seen from above, must remain in the approved location.

I. Each NASCAR-approved built engine will be permitted a maximum of two (2) approved intake manifolds. New approvals must be preceded by deleting a currently approved manifold. The following intake manifolds are approved for use in competition:

<u>MANUFACTURER</u>	<u>PART NUMBER</u>
FORD	Ford Edelbrock 2991- Victor 351Y Ford M9424-W351
GENERAL MOTORS 18 DEGREE	Edelbrock 2995 GM 24502653 Spider

J. Modifications Permitted:

1. Polishing in the plenum area will be permitted only to “clean up” imperfections in the castings in a manner acceptable to NASCAR Officials.

2. Polishing of ports in the intake manifold will be permitted.

K. Modifications Not Permitted:

1. Added air directional devices will not be permitted inside the intake manifold.
2. The length of the intake manifold runners must not be changed and remain as manufactured.
3. Epoxy or fillers will not be permitted on the plenum floor or on the walls of the plenum.
4. Air holes will not be permitted to be opened in the intake manifold.
5. External modifications to the intake manifold will not be permitted unless approved by the Series Director.
6. Painting and/or coating of the intake manifold will not be permitted.
7. Drilling or tapping of the intake manifold plenum or intake runners will not be permitted unless approved by the Series Director.

L. Spacers between the engine block and the intake manifold will not be permitted.

M. Spacers between the intake manifold and the cylinder head will not be permitted.

N. The intake manifold must have a minimum of 1/4 inch of surface on all sides to seal the intake manifold to the cylinder head.

O. The carburetor mounting studs must be solid and remain in the approved location and maintain a stud size of 5/16 inch diameter.

P. Any spacer added between the carburetor (per sub-section 20D-5.10.2) and the intake manifold must be mounted using the approved 5/16 inch diameter, solid carburetor mounting studs and must not be welded to the intake manifold.

Q. The intake manifold ports must be completely sealed to the cylinder head ports at all times. Intake manifold sealing must be done by using one (1) approved paper-type intake manifold gasket per side. Metal shim type or metal impregnated intake manifold gaskets will not be permitted. The as manufactured thickness of approved intake manifold gaskets must not be less than 0.060 inch and must not be more than 0.125 inch per side. Intake manifold gaskets must be secured to either sealing surface (intake manifold or cylinder head) with an approved adhesive. At NASCAR’s discretion the intake manifold and cylinder heads may be leak tested to ensure proper sealing at any time during the Event.

R. The intake manifold and the valley tray material must be aluminum. Magnesium or other exotic materials will not be permitted.

20D - 5.10 Carburetor

NASCAR Officials may use a carburetor provided by the respective manufacturer as a guide in determining whether a Competitor’s carburetor conforms to the specifications of the Rule Book.

20D - 5.10.1 Eligibility

A. The following Series carburetors are eligible for use:

1. The Holley 4150HP Series, list number 80507 (390 CFM), four (4) barrel carburetor with a maximum venturi size of 1-1/16 inches and a maximum

throttle bore size of 1-7/16 inches is the only carburetor approved for use on all NASCAR-approved built engines (See E. below for rework guidelines).

2. The Holley 4150HP Series, list numbers 80509 and 80509-3 (830 CFM), four (4) barrel carburetors are the only carburetors approved for the NASCAR-approved "Spec Engine". The carburetor must remain as supplied by the NASCAR-approved supplier (refer to sub-section 20D-4.1B).

B. Only Holley replacement or service parts can be used in any carburetor rework.

C. Carburetors and/or carburetor components machined from billet materials will not be permitted.

D. All carburetor modifications must be acceptable to NASCAR Officials.

E. Holley 4150HP Series, list number 80507 (390 CFM) rework guidelines are as follows:

1. Carburetor Main Body

The only carburetor main body that will be permitted for the Holley 4150HP Series will be the Holley main body with casting number 6R-7879B. The Holley casting numbers must remain legible on the top of the main body. Main bodies must remain as manufactured. Machining, reshaping, grinding, polishing, or drilling holes will not be permitted. The addition of material(s) such as but not limited to, epoxies, sleeves, inserts, or tubes will not be permitted to the carburetor main body.

2. Carburetor Boosters

One (1), one-piece singular discharge booster per venturi must be used. The type of booster must not be changed. The Holley booster part number 45R-107-1, with the casting number 45R-107 and part number 45R-312R, with the casting number 45R-312 are the only boosters that will be permitted. The Holley casting numbers must remain legible on the top of all booster stems. Size and shape must not be altered. Height and location of the boosters must remain as manufactured. All boosters must maintain a minimum outside diameter of 0.616 inch. The maximum inside diameter of the booster stem passage must not exceed 0.144 inch. The addition of material will not be permitted to the boosters. A bonding agent (epoxy) may be used to assist in adhering the carburetor booster to the carburetor main body, but it must not extend past the carburetor main body booster mounting hole into the carburetor venturis. Each carburetor booster must be secured by a steel wire not less than 0.025 inch in diameter. The wire must be installed in such a manner that in the case of a carburetor booster failure, the carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and the throttle plates (butterflies). A minimal size hole, acceptable to NASCAR Officials, must be drilled through the top of the booster barrel, inboard of the booster attaching stem. The 0.025 inch steel wire must loop through the hole in the booster barrel and then be tied to the respective float bowl vent tube. As an alternative to drilling a hole in the booster, the 0.025 inch steel wire must pass through the booster barrel from top to bottom and then be tied to the respective float bowl vent tube.

3. Carburetor Venturis

The venturi is defined as a constricted throat in the main body air passage. The location of the venturi must remain as produced by the manufacturer. The venturis must not be raised or lowered in the body of the carburetor. The venturis must maintain a circular (round) cross section. The maximum diameter of the venturis must not exceed 1.064 inches. Altering or reshaping of the venturi in any manner will not be permitted.

4. Carburetor Throttle Body (base plate)

The only carburetor throttle bodies permitted will be the Holley throttle bodies with casting numbers 12R-6236B, 12R-11524B or 12R-11524M. The Holley casting number must remain legible on the left secondary "ear" of the carburetor throttle body with casting number 12R-6236B, and on the right secondary "ear" of the carburetor throttle body with casting number 12R-11524B or 12R-11524M. The carburetor throttle body must be used as provided by the manufacturer. The positioning of the throttle bores in the carburetor throttle body must be the same as provided by the manufacturer. The throttle bores must be completely round. The throttle bores must not be larger than 1.438 inches. The throttle bores must be straight without taper from top to bottom. The throttle bores must remain perpendicular to the top and bottom of the carburetor throttle body. The carburetor throttle body must not be altered in shape or size.

5. Throttle Plates (butterflies)

The throttle plates (butterflies) must be magnetic steel and must not be thinned or tapered. The type of screw used to retain the throttle plates (butterflies) to the throttle shafts must be pan head type either straight slotted, phillips head or allen type head. Idle holes may be drilled in the throttle plates (butterflies). The throttle plates (butterflies) must be mounted to the throttle shaft in the approved location.

6. Throttle Shafts

Holley magnetic steel throttle shafts must be used. Shafts must remain standard production size and must not be thinned or cut in any manner. Throttle shaft rotation must be in the same direction as produced by the manufacturer. The combined thickness of the throttle shaft and the throttle plate (butterflies) must not be less than 0.197 inch. Throttle shaft seals that prevent air leakage must be used on all throttle shafts where the shafts exit the carburetor throttle body. The primary and secondary throttle shafts must each have an independent travel stop to prevent the throttle plates (butterflies) from opening beyond vertical.

7. Carburetor Metering Blocks

Only Holley metering blocks will be permitted. Surfacing of the metering blocks for improved gasket seal will be permitted. A bonding agent (epoxy) may be used to assist in adhering the emulsion tube plugs to the carburetor metering blocks, if needed to help prevent fuel leakage only.

8. Carburetor Floats

Carburetor floats must be a Holley replacement or service part acceptable to NASCAR Officials.

9. Alterations that, in the judgment of NASCAR Officials, were made to allow additional air to be picked up below the opening of the venturi, such as but not limited to, altered gaskets, throttle bodies, drilling or machining holes into the carburetor will not be permitted.

10. External modifications and/or alterations to the carburetor will not be permitted.

20D - 5.10.2 Carburetor Spacer / Gaskets

A. A one-piece, solid, four (4) hole, aluminum carburetor spacer, one (1) inch in thickness, must be installed between the intake manifold and carburetor on all NASCAR-approved built engines. The spacer openings must be perpendicular to the base of the carburetor with no taper or bevel.

B. The carburetor spacer used on the NASCAR-approved "Spec Engine" must remain as supplied by the NASCAR-approved supplier (as described in sub-section 20D-4.1B).

C. Only two (2) non-metallic gaskets (one (1) per side) a maximum thickness 0.065 inch will be permitted.

D. The gasket surfaces of the spacer must conform to the shape of the carburetor base plate. Gaskets can only be altered to match the carburetor base opening.

20D - 5.10.3 Carburetor Restrictor

A. A carburetor restrictor must be used when required by NASCAR.

B. For Events where a carburetor restrictor is required:

Currently approved Built Engines:

1. All model vehicles competing with a currently approved built engine will be required to use a 1/8 inch thick aluminum restrictor plate with four (4) holes, as specified on the Official Entry Blank, using a maximum 0.065 inch thick gasket.
2. A restrictor plate, a four-hole spacer, one (1) inch thick, and necessary sealing gaskets will be issued by NASCAR for competition. Spacer(s) between the restrictor plate and the intake manifold or above the NASCAR-issued four-hole spacer will not be permitted.
3. Restrictor plates and spacers used for testing must be furnished by the Competitors, unless otherwise authorized by the Series Director.

NASCAR-approved "Spec Engine":

1. All model vehicles competing with the NASCAR approved "Spec Engine" will be required to use a one (1) inch thick, four (4) hole aluminum tapered bore spacer, as specified on the Official Entry Blank, using maximum 0.065 inch thick gaskets.
2. Tapered bore spacers and necessary sealing gaskets will be issued by NASCAR for competition. Spacer(s) between the tapered bore spacer and the intake manifold or above the tapered bore spacer will not be permitted.
3. Tapered bore spacers used for testing must be furnished by the Competitors, unless otherwise authorized by the Series Director.
4. When the NASCAR-approved "Spec Engine" is used, taller carburetor studs will be required to allow for proper installation of the carburetor and carburetor restrictor.

C. Competitors must use the carburetor restrictor plate or tapered bore spacer as designated on the Official Entry Blank to prepare for the Event. A final carburetor restrictor size will be determined after the completion of the final practice prior to the Race. Any attempts to, and/or actions that result in, pulling air from sources other than normal approved methods through the air filter and carburetor venturis, such as, but not limited to, drilling of holes or altering of carburetor restrictor(s) or gaskets will not be permitted.

20D - 5.10.4 Carburetor Fuel Filter

Fuel filter(s) on the pressure side of the fuel pump must only be used at the carburetor fuel bowl inlets. The location and size of the filter(s) must be acceptable to NASCAR Officials.

20D - 5.11 Forced Air Induction

Fuel injection, superchargers or turbochargers will not be permitted.

20D - 5.12 Carburetor Air Filter / Air Intake

The air filter housing, including the filter, must be installed at all times during practice or competition. Performance enhancing additives or chemicals will not be permitted in the air filter housing, air filter or the air intake area.

20D - 5.12.1 Carburetor Air Filter / Air Filter Housing

A. Only a round dry type, unaltered paper or dry type gauze air filter element maintaining a maximum 14 inches diameter will be permitted. The air filter element must maintain a minimum of 1 1/2 inches, maximum five (5) inches in height. The air filter element must maintain a consistent height when measured anywhere around the circumference of the air filter element. All air filter elements must remain as manufactured. All air must be filtered through element.

B. Only a round metal air filter housing acceptable to NASCAR Officials will be permitted. The top and bottom of the air filter housing must be solid and must be the same outside diameter as the air filter element. The air filter housing must be centered on the carburetor and seated on the air filter housing gasket ring. The air filter housing carburetor mounting ring must have one (1) round hole. It is permissible to attach a shield to the front area of the air filter housing up to a maximum of one half of the air filter circumference. It must not be higher than the height of the air filter element. Tubes, funnels, spacers, or any other device that may control the flow of air will not be permitted inside of the air filter or between the air filter housing and the carburetor.

20D - 5.12.2 Air Intake

Air ducts or baffles will not be permitted on or leading to the air filter housing or air filter.

20D - 6 ENGINE / VEHICLE ELECTRICAL SYSTEM

All engine/vehicle electrical system components must be approved by NASCAR. Prior to being used in competition, all major engine/vehicle electrical system components must be submitted, in a completed form/assembly, to the office of the Series Director for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible.

20D - 6.1 Ignition System

A. Crank trigger and distributor type ignition systems will be permitted on currently approved built engines. If the crank trigger ignition system is being used, triggering devices or pickups will not be permitted inside the distributor housing.

B. Magnetos or computerized systems will not be permitted.

C. Adjustable timing controls will not be permitted.

D. Retard or ignition delay devices will not be permitted.

E. The ignition system wiring must not contain any open wires or terminals. Unused ignition amplifier box wires must be terminated and/or sealed to prevent connection in a manner acceptable to NASCAR Officials.

F. Each vehicle must have primary ignition system components and may have optional backup ignition system components. The backup ignition system components must be disconnected from the primary system components using primary/backup switch(s). The ignition systems must consist of an ignition amplifier box, coil, distributor pickup and optional rev limiter (internal/external).

G. Multiple primary/backup individual component switches will not be permitted, as described in sub-section 20D-6.1F.

H. Ignition system components, including but not limited to, ignition amplifier boxes, coils and external rev limiters must be mounted to a removable ignition system mounting plate, as described in sub-section 20D-6.1I.

I. A removable ignition system mounting plate, acceptable to NASCAR Officials, must be attached to the right side floor panel and must be within four (4) inches of the right side door bars (#9B). The removable ignition system mounting plate must be made of metal measuring a maximum size of 12 inches by 16 inches and installed using a minimum of four (4), minimum 1/4 inch diameter mounting bolts. As an option, the removable ignition system mounting plate may have an opening directly beneath the ignition amplifier box(s) for inspection purposes. When used, the opening must be the length and width of bottom of the ignition amplifier box. The right side floor pan must be reinforced at the mounting bolt holes. The installation must be acceptable to NASCAR Officials. Ignition system components must be located on the removable ignition system mounting plate with the ignition amplifier box wires and connectors directed toward the front of the vehicle. The ignition system mounting plate, ignition system components, wiring and connectors

must be covered with a flat clear polycarbonate cover. The flat clear polycarbonate cover must be the same size as the ignition system mounting plate. The flat clear polycarbonate cover installation and size must be acceptable to NASCAR Officials. The ignition system components, including wiring and connectors must be visible from above and be wired such that the ignition system mounting plate can be easily removed for inspection purposes.

J. NASCAR Officials may at their discretion inspect, test and/or destructively test ignition system components including ignition amplifier boxes, tachometers, distributors, etc.

K. NASCAR Officials may use approved ignition system components provided by the respective manufacturer as a guide in determining whether a Competitor's ignition system components conform to the approved components.

20D - 6.1.1 Ignition System Wiring

A. All ignition system wiring, including wiring to the ignition amplifier box, distributor and/or any gauges must be acceptable to NASCAR Officials.

B. With the exception of the distributor pickup wires and coil wire pairs, each ignition system wire must remain separate.

C. Ignition system wires must be continuous from the start connector to the end connector. Splices, bare and punctured wires will not be permitted in the ignition system.

D. All connectors must allow for the application of a NASCAR seal.

E. The distributor pickup signal must be carried by a shielded wire pair with one (1) shielded ground wire. The wire pair may be twisted within the shield. The shielded ground wire must be located and grounded at the end nearest the ignition amplifier box.

F. Only the distributor pickup wire pairs can be contained within a shielding wrap with one (1) wire pair per shielding wrap. Ignition system wiring must remain visible and accessible. Tape, heat shrink wrap and/or banded wire looms will not be permitted in the ignition system wiring.

G. A dedicated single ground stud must be used. All ignition system components must be grounded at this stud. Accessory components must not be connected to this stud. A ground wire may be run from this stud to the battery ground or main ground stud.

H. Additional connectors may be permitted at the NASCAR Officials discretion to facilitate removal for inspection purposes.

I. The use of tracer wire color schemes is acceptable to specify backup components.

J. Accessory component wiring, including power and ground wires, must remain completely separate from the ignition system wiring and away from ignition system components. Ignition system components must draw power from the battery side of the starter solenoid. Accessory components and switches will not be permitted to draw power from the ignition system wiring at any point.

20D - 6.1.2 Ignition Amplifier Box

A. Ignition amplifier boxes and rev limiters that are analog only, which **do not** contain programmable, computerized or memory circuits, will be permitted.

B. Rev limiting devices acceptable to NASCAR Officials may be required and must be attached and wired to the ignition amplifier box(s) in a visible manner. Terminals and pin connections designed for the rev limiter connection must have the ability to apply a NASCAR seal. Rev limiter chips must have the ability to apply a NASCAR seal.

C. The ignition amplifier box(s) may have either an internal rev limiter or be connected to an external rev limiter.

D. Each ignition amplifier box is allowed six (6) ignition wires, two (2) power leads and either a rev limiter pin connection or approved rev limiter connection terminal. If originally equipped with a single white points trigger wire and the white points trigger wire is not used with an interrupt switch/system or required by the distributor, the white points trigger must be terminated and sealed to prevent connection in a manner acceptable to NASCAR Officials.

E. The ignition amplifier must have a six (6) pin female connector attached to its output leads of the Packard Electric type (MSD part #8170) or the Deutsch Connector type (MSD part #8180) to facilitate testing of the ignition components during inspection. The wiring sequence must be the same as the General Motors or Ford ignition amplifier boxes. The wire color, gage, and pin assignment must follow the table below:

<u>Pin</u>		<u>Description</u>	<u>Color</u>	<u>Gage</u>
MSD	Deutsch			
A	5	Power	Red	16-18
B	2	Tachometer Signal	Green or Brown	16-18
C	6	Coil (-)	Black	16-18
D	1	Coil (+)	Orange	16-18
E	3	Pickup (-)	Green	16-18
F	4	Pickup (+)	Violet	16-18

F. The ground negative (-) lead wire must be a continuous single black minimum 12 gage wire and the positive (+) power lead must be a continuous single red minimum 12 gage wire.

G. Modifications to ignition amplifier boxes will not be permitted.

20D - 6.1.3 Distributor

A. The distributor must mount in the approved location and maintain the same firing order as the approved factory produced engine for the make and model engine as described in sub-section 20D-5.8.1C.

B. Only two (2) ignition pickups of the magnetic, optical or Hall effect type will be permitted in the distributor.

C. The distributor must have a single connection to the coil selector, two (2) shielded distributor pickup wire pairs connecting the distributor pickup to the ignition amplifier box, eight (8) spark plug wire connections, and may have two (2) power wires for distributor pickups that require a power source.

D. Distributors which use a remote interface control box will not be permitted.

20D - 6.1.4 Coils

A. The positive (+) coil wire must be a single continuous 16-18 gage orange wire and the negative (-) coil wire must be a single continuous 16-18 gage black wire. The coil wire pair may be twisted.

B. The coil wires may use a connector of the Packard Electric type (MSD part #8173) or NASCAR-approved equivalent. If used, Pin "A" must be the negative (-) pickup wire and Pin "B" must be the positive (+) wire.

C. A coil secondary spark wire selector will be permitted.

D. A firewall feed through connector may be used between the coil and distributor.

20D - 6.1.5 Tachometers

A. Tachometers, if used, must be mounted to either the steering column or the dash gauge panel. The mounting must be acceptable to NASCAR Officials. In all cases, tachometer wiring must be as visible as possible, and easily accessible for inspection.

B. Tachometers should have a maximum of three (3) wires connected to the ignition system allowing for a ground, power and a tachometer signal.

C. The tachometer must have a connector of the Packard Electric type (MSD part #8172), or NASCAR-approved equivalent, to facilitate testing during inspection. The tachometer connector must be located on or at the removable ignition system mounting plate. The wire color, gage, and pin assignment must follow the table below.

<u>Pin</u>	<u>Description</u>	<u>Color</u>	<u>Gage</u>
A	Ground	Black	16-18
B	Power	Red	16-18
C	Tachometer Signal	Green or Brown	16-18

D. The tachometer signal wire must be run from the tachometer as a single continuous green or brown 16-18 gage wire to connect the primary and backup ignition amplifier boxes to the tachometer through blocking diode(s).

E. The tachometer power wire must be connected to the battery side of the starter solenoid.

F. If an illuminated tachometer is used, the light power and ground wires must connect into the tachometer power and ground between the tachometer and the tachometer connector.

G. Tachometers with integral shift lights, or pit road speed lights will be permitted.

H. If an external shift light or pit road speed light is used, its signal input must come from the primary and/or backup ignition amplifier boxes and not as an output from the tachometer.

20D - 6.1.6 Interrupt Switch

A. An auxiliary on/off button that will shut off the ignition system must be mounted on the steering wheel within reach of the driver's thumb when the hands are in the normal driving position. The auxiliary switch must shut off the engine immediately when depressed and the engine must not restart until the button is depressed again.

B. A NASCAR-approved ignition interrupt system which contains a manifold vacuum switch and a brake line pressure switch (and may include a brake pedal position switch) may be used at the crew chief's option, in conjunction with or to replace the auxiliary on/off button on the steering wheel.

C. A NASCAR-approved throttle override system (Tigor Switch) mounted in the throttle linkage may be used and is highly recommended. If the throttle override system is used it must be used in conjunction with the auxiliary on/off button mounted on the steering wheel or a NASCAR-approved ignition interrupt system which contains a manifold vacuum switch and a brake line pressure switch (and may include a brake pedal position switch).

D. The button/interrupter should be mounted inline of the red 16-18 gage power between the main ignition switch and the primary/backup switch. When the button/interrupter is engaged the ignition amplifier box must automatically shut off. If the ignition amplifier box is originally equipped with a single, white points trigger wire, this wire may be used with an interrupt switch/system.

E. The button/interrupter must use a connector of the Packard Electric type (MSD part # 8173), or NASCAR-approved equivalent, to facilitate testing of the ignition system during inspection.

F. Unless otherwise authorized by the Series Director, switches and/or any device other than those described above that are designed to interrupt the operation of the engine will not be permitted.

20D - 6.1.7 Main Ignition Switch

The main ignition switch must be an on/off toggle type and be located next to the starter switch in the main switch panel. The switch must connect power to the input of the interrupter device.

20D - 6.1.8 Primary/Backup Switch

A single switch may be used to select the primary or backup ignition system and it must be mounted on the dash panel.

20D - 6.2 Spark Plugs

Any make or brand of spark plugs may be used. All spark plugs must thread into the cylinder heads using only M14 x 1.25 threads.

20D - 6.3 Alternator

A single alternator system with an internal voltage regulator and one (1) output wire must be used. External voltage regulators will not be permitted. The alternator must be mounted on the front of the engine with the center higher than the center of the water pump. Only standard production V-type or flat type V-ribbed alternator drive belts will be permitted.

20D - 6.4 Starter

The self-starter must be in working order and in the approved location. Gear reduction starters acceptable to NASCAR Officials will be permitted.

20D - 6.5 Battery

A. Only NASCAR-approved batteries with a maximum nominal voltage of 12 volts will be permitted. Each battery(s) must be of the gel cell or absorption glass mat design, weighing a minimum of 17 pounds.

B. The battery must be located between the frame rails. The battery must be located under the hood or floor of the vehicle. If located under the floor, the battery must be completely encased. If located under the hood, the battery must have a suitable cover. The battery must not be forward of the radiator or rear of the rear end housing of the vehicle. The battery location must be acceptable to NASCAR Officials.

20D - 6.6 Electrical Switch Location

A. A labeled on/off rotary-type master switch, with "on" being in the clockwise direction, must be located on the cowl or panel behind the windshield opening on the right side of the driver while remaining within the reach of the driver, when secured by the seat belts in the seat. The switch must be wired to the battery cable in a manner that will cut off all electrical power in the vehicle. The switch must be easily accessible and in plain view.

B. All ignition, starter and accessory electrical switches must be located on the front of the dash panel or to the right of the driver in a manner acceptable to NASCAR Officials. All electrical switches must be labeled.

C. Accessory wiring must remain separated from the ignition system wiring.

20D - 6.7 Accessories

A. Except as provided below, vehicles and drivers will not be permitted to carry onboard computers, automated electronic recording devices, electronically actuated devices, smartphones/cell phones, watches, micro-processors, recording devices, filming devices, electronic digital memory chips, traction control devices, digital readout gauges and the like, even if inoperable or incomplete. Competitors will not be permitted to have or have had on his/her person or in his/her possession or in his/her vehicle a device(s) at an Event designed specifically to enhance the traction capabilities of the vehicle, even if inoperable or incomplete.

B. For broadcasting and media-related purposes, NASCAR may allow or require selected vehicles to compete with broadcast telemetry or other positioning and informational systems. Unless otherwise authorized or required by NASCAR, the broadcast telemetry signal from these systems will be limited to the following parameters:

1. RPM (inductive pickup on the secondary wire only).
2. Transmission gear selection.
3. MPH (taken from sensors on the driveshaft or rear wheel only).
4. Brake pedal application.
5. Throttle position indicator (must not be attached to the carburetor).
6. Camera positioning and video switching.
7. All camera locations and styles must be acceptable to NASCAR.
8. Upon request of NASCAR Officials, Competitors must install the required camera(s) and broadcast system(s) in a manner and location acceptable to NASCAR Officials.

C. NASCAR may require vehicles to carry a NASCAR IDR (Incident Data Recorder) mounted in a standard location and manner as determined by NASCAR. When required competitors must take whatever necessary steps provided by NASCAR for the installation of the IDR (Incident Data Recorder). NASCAR shall own any and all data generated and/or collected by such accelerometers and shall control the use and dissemination of such data.

D. Two (2) NASCAR-approved timing and scoring transponder mounting brackets must be installed. One (1) on the left and one (1) on the right side rear frame rail, 12 feet, six (6) inches rearward of the leading edge of the front bumper to the front edge of the transponder bracket, mounted vertically with square tab on the bottom, not higher than the bottom of the frame, unless otherwise authorized by NASCAR Officials. The bracket will be fastened to the frame with 3/16 inch diameter small head pop rivets (from the outside) through the holes in the center of the bracket. When approved weight containers interfere, the transponder bracket must be welded to the outside vertical surface of the weight container.

E. NASCAR may require vehicles to carry NASCAR-approved on-board data loggers equipped with designated sensors mounted in a standard location and manner approved by NASCAR. NASCAR shall own any and all data generated and/or collected by such data loggers and shall control the use and dissemination of such data. All Competitors must cooperate with NASCAR Officials with the installation and operation of such data logging systems.

Each vehicle will be required to have a separate wiring harness designated for the sole purpose of connecting to the on-board data loggers. The wiring harness connector must be located on the dash bar (#8) where it intersects with the right side roll bar leg (#2B). The wiring harness must consist of a Deutsch DT06-2s plug assembly with socket 1F containing a red 14 gage wire that extends and connects to the master shut off switch on the terminal that supplies 12 volts when the master shut off switch is in the on position and socket 2S containing a black 14 gage wire that extends and connects to a ground stud mounted on the dash bar (#8). The wiring harness must be separate from the ignition system wiring harness. A Deutsch part number 1011-344-0205 dust cap may be installed when the plug assembly is not in use.

F. Unapproved remote lap timing or speed sensing devices will not be permitted.

G. All electrical wiring harnesses, switches, and connectors must be acceptable to NASCAR Officials. All wiring must be point-to-point and each wiring connection must be easily traceable and removable from the vehicle for inspection purposes.

H. Competitor's use of filming and recording devices will be limited to internal review of pit stops only and not for promotion, resale or other commercial exploitation without NASCAR's prior, written approval. Filming or recording device(s) will not be permitted on board the race vehicle at any time unless previously approved by NASCAR.

I. Electronic oil, water and fuel pressure gauges and oil and water temperature gauges must be approved by NASCAR and they must be completely independent of the ignition system. All gauge sending units and sensors must be located forward of the front firewall.

J. Gauges used in competition, including but not limited to tachometer, oil pressure gauge, oil temperature gauge, water temperature gauge and voltmeter, must be installed and functional at all times during competition. Ignition and accessory switches and interrupter system components must be installed at all times during competition.

K. All electrical outlets used to connect the remote generator to the vehicle must be in a location acceptable to NASCAR Officials.

L. Water bottles must not be in the vehicle during qualifying. Hydration systems, when used, must be installed in the same location for qualifying and the Race. The containers must be securely mounted to the chassis in a manner acceptable to NASCAR Officials.

M. The use of lighting of any type, underneath the vehicle, even if inoperable or incomplete will not be permitted.

20D - 6.8 In-Vehicle Radio Communications

A. The in-vehicle radio must be analog only and must not be capable of transmitting or receiving in a digitized, encrypted or scrambled format as determined by NASCAR. Keypad style and/or password protected radios will not be permitted. Scanning and/or channel hopping transmissions to or from the in-vehicle radio will not be permitted. All transmissions to and from the in-vehicle radio must be in the

450.000MHz-470.000MHz range, and all in-vehicle radio transmitting and receiving frequencies including squelch codes should be registered annually in the NASCAR Radio Data Base <http://freqcoordination.nascar.com>. All frequency changes must be updated prior to being used during an Event and confirmed by NASCAR's Official Radio Supplier. The in-vehicle radio is not permitted to transmit or receive any type of telemetry (data) signal or information other than audio communications and must remain independent from any electronic system in the vehicle. Competitors will not be permitted to rebroadcast transmissions to or from the in-vehicle radio at any time during an Event. It is strongly recommended that all in vehicle radio frequencies be licensed for use by the Federal Communications Commission (FCC) and meet all applicable regulations and guidelines.

B. Only one (1) NASCAR-approved, two-way radio and one (1) radio push to talk button will be permitted. It is not permitted to have any frequency of any Competitor installed in the radio at any time. The vehicle is permitted only one (1), approved radio wiring harness system.

C. Other than antennas that are approved for broadcasting and media related purposes only, a single, NASCAR-approved, radio antenna will be permitted inside the vehicle. Radio Antennas will not be permitted to be mounted on the roof panel.

D. At all times during practice(s), qualifying and the Race the spotter must have radio communications with the driver and must monitor the NASCAR frequency. Spotters must be in the designated spotter location at all times during competition. The radio frequency being used will be made available by NASCAR Officials.

E. Driver to driver radio communications will not be permitted.

20D - 7 ENGINE COOLING SYSTEM

All engine cooling system components must be approved by NASCAR. Prior to being used in competition, all major engine cooling system components must be submitted, in a completed form/assembly, to the office of the Series Director for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible.

A. Icing, freon type chemicals or refrigerants must not be used in or near the engine compartment.

B. Portable cooling machines or devices will not be permitted.

20D - 7.1 Water Pump

A. Only aluminum mechanical water pumps, turning in the same direction of crankshaft rotation and in the approved location, will be permitted.

B. Water pump impellers may be altered.

C. Coolant flow must be in the same direction as the approved production engine.

20D - 7.2 Fan

A. Engine-driven fans, if used, must be operational and belt driven from the crankshaft. Free spin or clutch fans will not be permitted.

1. The pitch of the fan blades may be changed.

2. The minimum diameter of the fan must not be less than 14 inches.

3. Engine driven fans must be standard magnetic steel with a minimum of four (4) blades.

4. Flat fan blades will not be permitted.

B. Electric cooling fans will be permitted in place of a standard steel fan on the back side of the radiator only.

C. The installation, type, and location of the fan(s) must be acceptable to NASCAR Officials.

20D - 7.3 Radiator Ducts

When ducting air from the air intake housings to the radiator, air directional shields or dividers will be permitted within the duct. All air entering the air intake housing must pass through the radiator.

20D - 7.4 Radiator

The radiator must be acceptable to NASCAR Officials and meet the following minimum requirements:

A. The radiator must remain stock appearing. Radiator cores and tanks must be constructed from aluminum material. The radiator core must be a standard automotive fin and tube design acceptable to NASCAR Officials. Bar and plate radiator cores will not be permitted. The radiator core must not be wider than the inside width of the front sub-frame rails. Radiator tanks must be installed on the sides of the radiator core. The radiator must remain in the standard position in front of the engine.

B. Radiator dust or shaker screens will be permitted.

C. Radiator installation must be acceptable to NASCAR Officials.

D. The radiator overflow tube may be relocated to the rear of the vehicle.

E. All radiator cooling tubes must be operational. All cooling fins and tubes must be evenly spaced top to bottom and side to side and must remain at a 90 degree angle to the side tanks. The spacing and width must be acceptable to NASCAR Officials.

F. Radiator hoses or hose and pipe combinations, between the engine and the radiator, must not exceed a maximum of two (2) inches inside diameter for the entire length of the assembly.

20D - 8 ENGINE LUBRICATION

All engine lubrication system components must be approved by NASCAR. Prior to being used in competition, all major engine lubrication system components must be submitted, in a completed form/assembly, to the office of the Series Director for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible.

20D - 8.1 Oil

Any oil is permissible. Combustion enhancing additives will not be permitted.

20D - 8.2 Oil Pressure

Oil pressure may be regulated at the discretion of the crew chief.

20D - 8.3 Oil Filters

Oil filters and breather caps acceptable to NASCAR Officials will be permitted. Oil filter breather caps must not be mounted in the rear firewall.

20D - 8.4 Oiling System

A. A dry sump oiling system must be used consisting of a single oil pump, a metal lubrication oil reservoir tank, approved oil lines, and an overflow expansion tank.

B. A single engine-mounted, engine-driven, oil pump with a maximum of five (5) stages will be permitted. The body of the oil pump must not exceed 9-1/2 inches in length and 3-1/2 inches in cross-section. The maximum overall length of the oil pump including seals, bearings, adjusters, bolt on end plates and covers, not including the front end of the shaft, will be 10 inches maximum. The oil pump must be acceptable to NASCAR Officials.

C. All oil must be pumped by the engine-driven engine oil pump. Additional oil pumps or re-circulating pumps will not be permitted.

D. The lubrication oil reservoir tank must be located to the rear of the leading edge of the engine firewall or mounted behind the driver's compartment to the inside edge of the left frame rail or beneath the right side sheet metal and inside the edge of the right side frame rail. The lowest component of the lubrication oil reservoir tank, including all connectors, oil lines, and fittings must not be located lower than the bottom surface of the main frame rails. Oil lines must not pass through or against the exhaust pipes and must be located inside roll cage. Location, installation, venting and air ducting of the lubrication oil reservoir tank encasement must be acceptable to NASCAR Officials. Unless otherwise authorized by the Series Director, the same lubrication oil reservoir tank must be used for the entire Event (practice, qualifying, and the Race).

E. The engine oil system must have a functional, vented, overflow, expansion tank (a minimum of 1/2 gallon capacity should be used). The vent hose from the lubrication oil reservoir tank to the overflow tank must be protected by a covering acceptable to NASCAR Officials. Location and installation of the tank must be acceptable to NASCAR Officials.

F. The oil pressure line to the oil pressure gauge and/or the oil pressure sending unit must be stainless steel, full coverage, outer braid protected synthetic rubber hose attached with threaded, nipple design hose end fittings and should be covered with flame resistant covering acceptable to NASCAR Officials.

G. All gauge sending units and sensors must be located forward of the front firewall.

20D - 9 ENGINE EXHAUST SYSTEM

The exhaust systems and components must be acceptable to NASCAR Officials and meet the following minimum requirements.

20D - 9.1 Exhaust Headers

A. All vehicles must use tube header-type exhaust systems.

B. The exhaust header flange must mount directly to the cylinder head without any spacers between the flange and the cylinder head. A maximum header flange thickness of 1/2 inch will be permitted. Only one (1) gasket maximum 0.075 inch thickness may be used between the cylinder head and exhaust flange.

C. When the NASCAR-approved "Spec Engine" is used, teams will be permitted to use any exhaust header and it must be acceptable to NASCAR Officials. The exhaust header must be round tube header-type. Materials used in the exhaust header must be either magnetic steel or stainless steel. A maximum header flange thickness of 1/2 inch will be permitted. Cast exhaust header flanges will not be permitted. The exhaust header collector size must be 3-1/2 inches outside diameter.

D. Exhaust header assemblies must remain outside of the body panels from the front fire wall rearward.

20D - 9.2 Exhaust Pipes

- A. 180 degree exhaust systems will not be permitted.
- B. Exhaust pipes must come out aft of the engine at the cowl and must extend a minimum of six (6) inches past the cowl.
- C. Exhaust connectors will not be permitted between the left side exhaust pipe and the right side exhaust pipe.
- D. Exhaust pipes must have mufflers at designated tracks that will be noted on the Official Entry Blank for that Event. Only Kooks (part number QCN350-3 -1/2 inch) Quad Core mufflers will be permitted. The mufflers must be acceptable to NASCAR Officials.
- E. The rear of the exhaust pipes must face downward or turn outward no more than 90 degrees from the bottom of the muffler.
- F. Exhaust pipe assemblies must remain outside of the body panels from the front fire wall rearward.

20D - 10 DRIVE TRAIN

All drive train systems and drive train system components must be approved by NASCAR. Prior to being used in competition, all drive train systems and drive train system components must be submitted, in a completed form/assembly, to the office of the Series Director for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible. All drive train fasteners and mounting hardware must be made of solid magnetic steel.

20D - 10.1 Clutch

- A. Only mechanical foot pedal, cable or hydraulic operated clutches will be permitted. Pneumatic assisted clutches will not be permitted.
- B. The clutch assembly must be bolted to the flywheel located inside the bell housing.
- C. Multiple disc clutches will be permitted up to a maximum of three (3) discs. The disc clutch housing assembly and cover must be made from aluminum or steel. The clutch cover must be the push-type design.
- D. Only solid magnetic steel pressure plates and magnetic steel floater plates, without any holes will be permitted.
- E. Only full circle fully faced magnetic steel clutch discs with a minimum diameter of 5-1/2 inches will be permitted. Minimal cooling slots will be permitted in the clutch discs.
- F. Clutches must be a positive engagement design. Slider or slipper clutch designs will not be permitted.
- G. Dog clutch or direct drives will not be permitted.

20D - 10.2 Flywheel

Any steel or aluminum flywheel, bolted to the crankshaft, will be permitted but must be acceptable to NASCAR Officials. Holes and/or other modifications to the flywheel that, in the judgment of NASCAR Officials, are for weight reduction will not be permitted.

20D - 10.3 Bell Housing

- A. Only special production aluminum or magnetic steel bell housings acceptable to NASCAR Officials will be permitted.
- B. The maximum distance from the machined surface at the back of the engine block to the machined surface at the front of the transmission case must not exceed 6-3/8 inches including any spacers.
- C. It is recommended that a 3/4 inch hole be drilled in the top of the bell housing directly over the starter ring gear to manually turn the engine for checking the compression ratio limit. This will be the only modification permitted on the approved bell housings.
- D. Holes and/or other modifications that, in the judgment of NASCAR Officials, have been made with the intent of weight reduction will not be permitted.
- E. For all engine block-mounted starters, the starter mounting position must remain on the right side for Ford and General Motors engines and the left side for Dodge engines.

20D - 10.4 Transmission

- A. Transmissions must be standard production design. The transmission must be from an approved manufacturer. NASCAR Officials may use a transmission provided by the respective manufacturer as a guide in determining whether a Competitor's transmission conforms to the specifications of the Rule Book.
- B. Unless otherwise specified by NASCAR, the same transmission must be used for practice, qualifying, practice after qualifying and the start of the Race. A transmission must not be removed from a vehicle without the approval of the Series Director. The Series Director may require any team that removes a transmission to start at the rear of the field, providing the vehicle earns a starting position in the

Race. The transmission may be removed from a backup vehicle, without penalty, at the discretion of the Series Director, as follows:

1. If a vehicle is wrecked beyond repair during qualifying and a backup vehicle is used, a transmission change may be permitted, however, the transmission must be installed before the beginning of practice(s), if practice(s) is scheduled, following qualifying.
2. If a vehicle is wrecked beyond repair during or after qualifying and a backup vehicle is used, then a transmission change may be permitted without an additional penalty.

If a competitor violates this Rule, in addition to imposition of a penalty pursuant to Section 12, the Series Director may take appropriate action during the Event, including but not limited to, loss of practice time and/or loss of the opportunity to qualify, and/or confiscation of the transmission or transmission components. Such action shall be deemed an inspection decision not subject to Section 12.

C. NASCAR may, at its discretion, require that all vehicles compete with a final drive gear ratio specified by NASCAR Officials for each Event.

D. High gear must be 1.00:1 (direct) and be the primary gear engaged on all tracks, except road course Events, during competition. Transmission gear ratios between 1.00:1 and 1.18:1 will not be permitted for the remaining forward gears.

E. The transmission must be acceptable to NASCAR Officials and meet the following requirements:

1. Standard production OEM type Muncie or T-10 manual four (4) speed transmissions with OEM type angle cut forward gears will be permitted. Square cut forward gears will be permitted in OEM type Muncie or T-10 manual four (4) speed transmissions.
2. The Jerico #2-SP two (2) speed manual transmission and the Jerico #3-SP three (3) speed manual transmission will be permitted. Straight-cut forward gears will be permitted.
3. NASCAR-approved four (4) speed conversions with gears removed will be permitted. Transmissions may be of the top-load or left side-load designs only.

F. Only aluminum or magnesium transmission housings will be permitted.

G. All transmissions must have the input shaft and its main gear constantly engaged. This assembly must be constantly engaged with the countershaft and its cluster and reverse gears.

H. A forward gear and reverse gear must be in working order.

I. Only manual, left side externally mounted and left side rear, shift linkage and shift levers will be permitted on the transmission. Top mounted shift linkage and shift levers will not be permitted. The shift lever must be metal. All shift rods connecting the shifter mechanism to the transmission must be made of metal.

J. Only fire resistant type shifter boots will be permitted. The shifter boots must meet the SFI 48.1 specification and should display a valid SFI 48.1 label visible on the outside of the shifter boot. Shifter boots must not be used beyond two (2) years from the date of manufacture. Quick release fasteners will not be permitted to secure the shifter boot to the transmission tunnel. The shifter boot, when installed, must mount directly to and must be completely sealed to the floor of the vehicle. Installation of the shifter boot must be acceptable to NASCAR Officials.

K. Heating pads and/or blankets will not be permitted for warming the transmission.

L. All transmissions must be prepared with two (2) top cover or side cover bolts and two (2) tail housing bolts and two (2) transmission to bell housing bolts drilled to accept installation of a 1/8 inch minimum diameter NASCAR seal.

20D - 10.5 Drive Shaft

A. The drive shaft, universal joints and yokes must be magnetic steel. Only a one-piece magnetic steel drive shaft with a minimum outside diameter of two (2) inches and a minimum thickness of 0.090 inch or a minimum outside diameter of 2-1/2 inches and a minimum wall thickness of 0.065 inch will be permitted. All drive shafts must be painted white.

B. Two (2), 360 degree solid magnetic steel brackets, without holes or slots, not less than two (2) inches wide and 1/4 inch thick, must be placed around the drive shaft and be welded or fastened to the crossmember of the vehicle. As an option the rear drive shaft bracket may be bolted directly to the torque arm using a minimum of two (2) high quality 3/8 inch minimum diameter bolts.

20D - 10.6 Rear Axle

The rear axle must be acceptable to NASCAR Officials and meet the following requirements:

A. Only aluminum or magnesium quick change rear end center sections equipped with aluminum or magnesium side bells will be permitted. Quick change rear end center sections must have a minimum cross section height of 12 inches at the center of the rear axle with a side bell minimum diameter of 12 inches and magnetic steel spur gears on the back side.

B. Only a magnetic steel lower jackshaft and driveshaft yoke will be permitted in the quick change rear end center section.

- C. Full floating magnetic steel double splined rear axles must be used.
- D. Only locked rear drive axle assemblies will be permitted at all times during an Event.
- E. Only magnetic steel axle tubes will be permitted.
- F. The distance, measured from the center of the rear end housing to the rear hubs, left and right, at the point the wheels bolt on, must be within three (3) inches in length.
- G. The rear end must be mounted so that the inside edge of the left rear tire is even with or outside the outermost edge of the left side frame rail.
- H. Heating pads and/or blankets will not be permitted for warming the rear end assembly.
- I. Any method or transmission gear higher than 1.18:1 designed to override the gear rule will not be permitted. The only high gear transmission ratio permitted will be 1.00:1. A tire circumference and air pressure minimum limit may also be in effect.
- J. NASCAR may, at its discretion, require that all vehicles compete with a final drive gear ratio specified by NASCAR Officials for each Event.
- K. For purposes of checking a pre-determined final drive gear ratio, when jacked up both rear wheels must rotate in the same direction with each traveling the same rotational distance.

20D - 10.7 Wheels / Lug Bolts / Lug Nuts

Wheels must be acceptable to NASCAR Officials and meet the following requirements:

- A. Only 15 inch diameter five (5) lug reinforced magnetic steel wheels with a maximum width of 15 inches will be permitted.
- B. Any offset (backspacing) will be permitted.
- C. Steel valve stem hardware recommended by the tire manufacturer must be used. Valve stem caps must be installed at all times during competition.
- D. Only solid, one-piece, heavy-duty 5/8 inch magnetic steel lug bolts and standard one (1) inch hex, fully threaded, solid, one-piece magnetic steel lug nuts, tapered on at least one (1) side, will be permitted. The first thread on each lug bolt must be visible from the front of the lug nut when the lug nut is installed. The same style lug bolt must be used for practice, qualifying and the Race. Design modifications to the lug bolts and lug nuts will not be permitted.
- E. Bead locks will not be permitted.
- F. Any device, modification or procedure to the tire, wheel or valve stem hardware, that in the judgment of NASCAR Officials is used to release pressure (beyond normal pressure adjustments) from the tire and/or inner shield, will not be permitted.

20D - 10.8 Tires

Only approved tires will be permitted. Approved tires are those tires that comply with the requirements of this rule and are recommended in writing, with prior notification to NASCAR by the NASCAR-approved tire manufacturer for use by Competitors in the Event.

20D - 10.8.1 Physical Requirements

All four (4) tires must be the same make and the same tread design.

20D - 10.8.2 Tire Manufacturer Obligations

- A. The tire manufacturer must provide NASCAR with the following information in writing two (2) weeks prior to the date of the Event.
 - 1. Tire identification markings for each tire must be unique to one (1) particular size, construction, and rubber compound combination.
 - 2. The recommended position on the vehicle for each tire being used in the Event.
- B. The same tires must be made available to each Competitor.

20D - 10.8.3 Tire Measurement Procedure

- A. Tires must not exceed a maximum sidewall measurement of 16.45 inches at 20 pounds air pressure mounted on a 15 inch wheel with a 15 inch rim width.
- B. A NASCAR-approved measuring device will be used to determine the maximum size of the tire. Tires may be selected at each Event by NASCAR Officials for measurements.

20D - 10.8.4 Tire Usage Rules

- A. All tires must be used in approved positions. Approved positions are those positions on the vehicle recommended in writing with prior notification to NASCAR, by the NASCAR-approved tire manufacturer for its tires used by Competitors in the Event.
- B. Unless otherwise authorized by the Series Director, all tires to be used for practice or qualifying must be purchased and mounted at the Event from the NASCAR-approved tire supplier.
- C. Unless otherwise authorized by the Series Director, at all tracks teams will be required to use sticker tires (new tires) for qualifying.

D. Immediately following a qualifying attempt, wheels and tires from all qualified vehicles may be impounded by NASCAR Officials. Unless otherwise authorized by the Series Director, all tires used in qualifying must be used for the start of the Race. The impounded tires will be returned when the vehicles are prepared for the Race. The tires must be replaced in the positions from which they were removed.

E. Unless otherwise authorized by NASCAR Officials, Competitors will not be permitted to make tire changes prior to the completion of the first official green flag lap of the Race.

F. The Series Director may approve the replacement of an impounded tire when recommended by the tire manufacturers representative without a starting position penalty provided the replacement tire carries the same manufacturer identification number as the tire used for qualifying.

G. The NASCAR-approved tire supplier may re-balance or re-mount tires under the supervision of NASCAR Officials.

H. Tire or wheel warming, using heaters, blankets, micro-wave or any other method will not be permitted.

I. Should identification numbers, code numbers or serial numbers be defaced on any previously approved tire(s), the tire(s) will be ruled ineligible for competition.

J. Tires that, in the judgment of NASCAR Officials, have been altered by unauthorized treatment will not be permitted.

K. Hand grooving, buffing, grinding, and/or cutting on any area of the tire will not be permitted.

L. The Series Director may establish a tire change rule for the particular Event being run. This rule shall be made known to all the Competitors at the Pre-Race driver's meeting.

M. Competitors presenting vehicles for inspection must have their tires inflated to the recommended technical inspection inflation pressures as specified by the participating tire manufacturer for the Event. If tire pressure(s) are not at the recommended technical inspection inflation pressures after competition, tires will be adjusted to the recommended technical inspection inflation pressures as specified by the participating tire manufacturer for the Event.

20D - 11 FRAMES

All frames and frame components must be approved by NASCAR. Prior to being used in competition, all frames and frame components must be submitted to the office of the Series Director for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible.

20D - 11.1 General Frame Eligibility

All frames must be acceptable to NASCAR Officials. The frame used must meet the minimum requirements described in the following paragraphs. All frame designs must be submitted in blueprint form for acceptance to the office of the Series Director at least 60 days before the design can be entered in competition. If the Series Director accepts the modification as set forth in the submitted blueprints, the Competitor must submit for inspection a completed frame and roll cage at least 30 days prior to the intended date of competition. Acceptance of the submitted blueprint does not guarantee acceptance of the completed frame and roll cage design, and the Series Director may decide not to accept such design even if it is the same as the blueprint form. If the Series Director accepts the completed frame and roll cage, it may thereafter, be used in competition in the form accepted, unless and until the form is no longer approved by the Series Director.

20D - 11.2 Frame Requirements

All frame components must be made of magnetic steel meeting the ASTM A-500 specification and welded. Alloys other than mild steel will not be permitted. The frame must consist of a front and a rear sub-frame connected to the main frame on which the roll cage is welded. Holes and/or other modifications to the frame, frame supports, weight containers (if applicable), front and rear sub-frames, crossmembers, or any other frame components that, in the judgment of NASCAR Officials, were made with the intent of weight reduction, will not be permitted. Any frame rejected by NASCAR Officials will not be permitted to compete.

A. Main Frame - The side rails must be magnetic steel box tubing a minimum of two (2) inches in width by three (3) inches in height and a maximum of three (3) inches by four (4) inches and must have a minimum wall thickness of 1/8 inch. The distance from the centerline of the driveline to the left side frame rail, measured anywhere along the frame, must be within 10 inches of the distance from the centerline of the driveline to the right frame rail. A minimum width of 34 inches, and maximum 46 inches, measured from the center of the left frame rail to the center of the right frame rail, must be maintained in the driver's compartment.

B. Front Sub-Frame -The front sub frame assembly must be made of magnetic steel box tubing two (2) inches in width and three (3) inches in height with a minimum wall thickness 0.083 inch. A minimum of 27 inches, and a maximum of 32 inches,

measured from the center of the left frame rail to the center of the right frame rail, must be maintained from the mounting point of the upper A-frames forward. All front sub-frame assemblies must maintain a minimum of a 30 degree angle from the side frame rails up to the top of the sub-frame. All sub-frame assembly support bracing must be a minimum wall thickness 0.090 inch by 1-3/4 inches round magnetic steel seamless tubing. The front sub-frame bars (#16 A & B), left and right, must extend from the roll cage to the sub-frame and must have a downward radius bent into the bars before they are welded to the sub-frame. The left and right front sub-frame bars (#16 A & B) must not have any additional braces added between the front roll bar legs (#2 A & B) and where they attach to the front sub-frame assembly. A flex support tube may be added to the front sub-frame bars (#16 A & B) at the radius and extend forward and be attached to a crossmember.

C. Rear Sub-Frame - The rear sub-frame assembly must be made of magnetic steel box tubing two (2) inches in width and three (3) inches in height with a minimum wall thickness of 0.083 inch. A minimum width of 31 inches and a maximum of 46 inches, measured from the center of the left frame rail to the center of the right frame rail, must be maintained on the rear sub-frame assembly, with the exception for suspension and tire clearance. All rear sub-frame assemblies must maintain a minimum angle of 18 degrees from the rear axle housing up to the top of the sub-frame rail assembly.

D. A fuel cell reinforcement bar, using a minimum 1-1/2 inches seamless magnetic steel tubing, must be installed behind the fuel cell. This reinforcement bar must be as wide as the fuel cell and as low to the ground as the fuel cell with a minimum of two (2) uprights from the reinforcement bar to the rear frame crossmember, evenly spaced behind the fuel cell. The fuel cell reinforcement bar and vertical uprights must be 0.083 inch minimum wall thickness. An X crossmember made of one (1) inch magnetic steel tubing must be installed beneath the fuel cell from corner to corner. The X crossmember must be welded or bolted to the rear frame rails in a secure manner. Two (2) additional support bars, one (1) at each corner of the reinforcement bar, must extend forward and be welded to the rear frame assembly.

E. The frame and roll cage assembly should be painted using only light/bright colors.

20D - 12 SUSPENSION

All suspension systems and components must be approved by NASCAR. Prior to being used in competition, all suspension systems and components must be submitted, in a completed form/assembly, to the office of the Series Director for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible. All suspension fasteners and mounting hardware must be made of solid magnetic steel.

20D - 12.1 Coil Springs

All downward chassis movement while the race vehicle is in competition must be limited only by the normal increasing stiffness of the springs or the bottoming of the chassis against the race track, whichever occurs first. Any device or procedure that in the judgment of NASCAR Officials attempts to detract from or compromise the above will not be permitted.

Only coil spring suspension will be permitted. All coil springs must be constructed using solid, round magnetic steel wire, wound in a clockwise direction. Ovate and flat wire will not be permitted. The coil spring wire diameter must be the same size from the top to the bottom of the spring. All of the coils in a spring must be active. The coil springs at all four (4) wheels must be active and permit suspension movement. All coil springs must not be colder than ambient temperature.

A. Coil Over Front Springs

1. Coil over springs must mount to the lower A-frames.
2. Strut bars will not be permitted for mounting of coil over front springs.
3. Coil over springs must be heavy-duty magnetic steel and must be constructed with both coil ends closed and ground.
4. Only one (1) spring per wheel will be permitted.
5. Coil springs may be coated but coating thickness and material must be acceptable to NASCAR Officials.
6. Unless otherwise authorized by the Series Director, coil spring rubber inserts will not be permitted during pre-qualifying or pre-race technical inspection. After the vehicle has cleared pre-qualifying or pre-race technical inspection, coil spring rubber inserts not to exceed two (2) full coils of the front coil spring, acceptable to NASCAR Officials, will be permitted. The smallest allowable spring inserts will be 1/2 of a full coil.
7. Spring Pre-loaders will not be permitted.
8. Progressive or digressive rate springs will not be permitted.

B. Coil Over Rear Springs

1. The rear spring position may be changed, but both rear springs must be located either inside or outside of the frame rails.
2. Coil over springs must be heavy-duty magnetic steel and must be constructed with both coil ends closed and ground.
3. Only one (1) spring per wheel will be permitted.

4. Coil spring rubber inserts not to exceed two (2) full coils of the rear coil spring at any time, acceptable to NASCAR Officials, will be permitted. The smallest allowable spring inserts will be 1/2 of a full coil.
5. Spring Pre-loaders will not be permitted.
6. Progressive or digressive rate springs will not be permitted.

C. All coil over springs and shocks must remain visible at all times. Covering of the coil over springs and shocks will not be permitted.

20D - 12.2 Sway Bars (Anti-Roll Bars)

Front sway bar(s), when used, must be for the purpose anti-roll only. The front sway bars must freely rotate in their mounts. The movement of the front sway bar arms must not be prevented or restricted beyond that of normal use as an anti-roll bar.

- A. Only magnetic steel front sway bars will be permitted.
- B. Rear sway bars (anti-roll bars) will not be permitted.

20D - 12.3 Shock Absorbers

A. Coil over shock absorbers may be used. Shock absorbers and coil over shock and spring, by visual reference, must remain within the outline of the body and no holes can be cut in the outer body for the mounting of shocks.

B. Shock absorbers must provide a resultant force dependent upon piston velocity and must be acceptable to NASCAR Officials. Shock absorbers and components must be acceptable to NASCAR Officials. Shock absorbers and components must be used as supplied by a manufacturer and approved by NASCAR. Shock absorbers and components must be available to all Competitors and must meet the following minimum requirements:

1. Shock absorbers must be either a mono-tube or twin-tube telescoping type. Mono-tube shock absorbers must be of the nitrogen-gas pressurized, deflective disc valve type with an integral gas reservoir and with steel deflective disc valve shims sealing the primary metering faces of the single piston in the main shock body. Shock absorber bodies must be made of aluminum. If the shock absorber is of the twin-tube type then it must use a maximum 1.375 inch diameter piston with compression bypass valves that are the coil-spring loaded disc type or the coil-spring loaded spool or poppet valve type and a compression head (may also be called foot valve or head valve). The twin-tube shock absorber may use a gas cell located between the tubes. An external gas reservoir will not be permitted. Inertial valves will not be permitted. Twin-tube shock absorbers and internal components must remain as produced by the manufacturer, approved by NASCAR, and as displayed on the approved component shock board and as such, are not considered to be interchangeable and will not be permitted to be modified by the Competitor.
2. Mono-tube shock absorbers must meet the following dimensions:

Overall Length (Extended)	23.60 Inches Maximum (center to center)
Piston/Shock Body Outside Diameter	2.16 Inches Maximum
Piston/Shock Body Length	10.00 Inches Maximum
Gas Reservoir Outside Diameter	2.60 Inches Maximum
Gas Reservoir Length	3.80 Inches Maximum
Shock Shaft Diameter	0.500 Inches Minimum and 0.630 Inches Maximum

The internal bore of the shock absorber body must remain as supplied by the manufacturer. The internal bore diameter of the shock absorber body must be the same from top to bottom. Tapers, steps, grooves and other misalignments will not be permitted. Modifications which provide position sensitive piston travel will not be permitted.

3. Changes in shock absorber force must not be made by the position of the shock absorber shaft, only by the velocity of the shaft through the compression and rebound stroke. Only one (1) piston per shock with one (1) shim stack on compression side and one (1) shim stack on the rebound side of piston will be permitted.
4. Only a single, manual, external shaft bleed adjustment through a tapered needle into a fixed orifice in the hollow shaft, acceptable to NASCAR Officials will be permitted on the shock absorbers of the mono-tube type.
5. Only a single manual external adjustment, with an adjusting pin (allen head screw) tapered to regulate bleed and pressure of the spring on the valve will be permitted on the shock absorbers of the twin tube type.
6. The shock absorber shaft must not have any sleeves or spacers that could limit the travel of the shaft into or out of the main body.

C. Shock absorbers and internal components are subject to inspections.

D. NASCAR Officials may use a shock absorber provided by the respective manufacturer as a guide in determining whether a Competitor's shock absorber conforms to the specifications in the Rule Book.

- E. A maximum of one (1) shock absorber per wheel will be permitted.

- F. Quick disconnect shock mounts will not be permitted. The shocks must be attached with nuts and bolts.
- G. External shock absorber reservoirs will not be permitted.
- H. Remote or electronically controlled shock absorbers will not be permitted.
- I. Heating pads and/or blankets will not be permitted for warming the shock absorbers.
- J. Air scoops, covers or any aerodynamic devices on or around the front shock absorbers will not be permitted.
- K. It is the responsibility of the crew chief, not NASCAR, to ensure the shock absorbers are used in accordance with the manufacturer's instructions and specifications.
- L. All shocks and coil over springs must remain visible at all times. Covering of the shocks and coil over springs will not be permitted.

20D - 12.4 A-Frames

- A. The upper A-frames, lower A-frames and ball joints must be acceptable to NASCAR Officials and meet the following minimum requirements.
- B. All A-frames must be made of magnetic steel.
- C. The upper A-frame cross-shaft may be aluminum.
- D. The ball joints must not have any adjustment with the exception of a free play adjustment in the housing for the ball and socket.
- E. When attaching the upper A-frames to the mounting plate, only standard type castor-camber shims or washers will be permitted.

20D - 12.5 Spindles / Wheel Bearings / Hubs

The spindles, wheel bearings, and hubs must be acceptable to NASCAR Officials and meet the following minimum requirements:

- A. Heavy-duty magnetic steel spindles must be used.
- B. Spindles must be constructed using a minimum of 3/16 (0.1875) inch thick magnetic steel.
- C. The front spindles must be equipped with tether attachments as described below:

The front spindles must be equipped with two (2) tether attachment brackets mounted on the front of the spindle as shown and described in Diagram (#6) in the rear pages of the Rule Book. The tether attachment brackets must be a minimum of 3/16 (0.1875) inch thick magnetic steel and be completely welded to the spindle tower and spindle steering arm. The tether attachment brackets must have a 1/2 inch minimum diameter mounting hole and use a 1/2 inch minimum diameter fastener for the attachment of the front spindle tethers. The mounting holes must have a minimum of 3/4 inch of metal from the center of the mounting bolt to the edge of the bracket.

A second tether attachment above the right front spindle snout must be used using a 1/2 inch (minimum grade 8) minimum diameter magnetic steel fastener through the front and rear spindle supports or gussets added in a double shear design. When gussets are added they must be a minimum of 3/16 (0.1875) inch thick magnetic steel and be completely welded to the spindle tower. The mounting holes must have a minimum of 3/4 inch of metal from the center of the mounting bolt to the edge of the supports/gussets.

D. The front spindles must be linked to the frame using two (2) Vectran[®] HS V-12 fiber cables on both the left side and right side. The fiber cables must be attached around the frame rearward of the upper A-frame mounts and forward of the front sub-frame bars (#16 A&B) using a choker-type hitch. The fiber cables must be attached to the tether attachment brackets mounted on the front spindles as described in 12-5B using a 1/2 inch minimum diameter magnetic steel fastener. Additional right front fiber cables must be attached to the upper tether attachment location. The fiber cables must be constructed from a continuous loop of 5/16 inch diameter 12 strand cable (with a red tracer thread) woven from Vectran[®] HS V-12 fiber. The fiber cables must have the dated sleeve attached to the center of the continuous loop. The fiber cables must be from the approved manufacturer listed below:

<u>MANUFACTURER</u>	<u>PART NUMBER</u>
Amick Industries	MD-103R2

The fiber cables and components (including expiration date and part number) must be in good quality condition and must remain as manufactured. The fiber cables must not be used past their expiration date which is three (3) years after the date of manufacture.

- E. Wheel bearings must be magnetic steel, tapered roller bearings and bearing races. The bearings, races and seals must be assembled separately in the hubs.
- F. Aluminum or magnetic steel hubs will be permitted. Only standard type wide five hubs using an inner bearing race with a maximum inside dimension of 1.995 inches and an outer bearing with a maximum inside dimension of 1.885 inches will be permitted. This does not apply to the 5 X 5 design steel hub designs. All hubs must use a moly type grease. Hubs that require oil as a lubricant will not be permitted.

20D - 12.6 Tread Width Requirements

A. All vehicles must maintain the following tread width requirements. A minimum front and rear tread width of 82 inches and a maximum tread width of 83-3/4 inches will be permitted. The tread width will be determined by measuring the left outside wheel bead surface to the right outside wheel bead surface at spindle height.

B. Aluminum or steel spacers will be permitted to utilize the maximum allowable tread width.

20D - 12.7 Wheelbase Requirements

A. On either side of the vehicle the minimum wheelbase that will be permitted is 106 inches and the maximum wheelbase that will be permitted is 108 inches.

B. When measuring the wheelbase, the maximum allowable difference must not exceed one (1) inch plus or minus (+/-) on the opposite side. Any device or procedure which has the ability to dynamically change the wheelbase beyond normal travel parameters will not be permitted.

20D - 12.8 Body Height / Ground Clearance Requirements

20D - 12.8.1 Body Height Requirements

A. Body height will be determined by measuring (with the driver) the overall height of the vehicle six (6) inches back from the leading edge of the roof at the roof centerline. The minimum height must be 39-1/2 inches. The rear of the roof at the highest point must not be more than 3-1/4 inches higher than the actual front measurement.

B. Competitors presenting vehicles for inspection must have their tires inflated to the recommended technical inspection air pressure as specified by the participating tire manufacturer for the Event. If tire pressure(s) are not at the recommended technical inspection pressure(s) after competition, tires will be re-inflated to the recommended technical inspection pressure(s) as specified by the participating tire manufacturer for the Event.

20D - 12.8.2 Ground Clearance Requirements

All ground clearance requirements will be measured with the driver in the vehicle.

20D - 12.9 Vehicle Height Adjustment / Handling Devices

A. The only device permitted for adjusting the height of a vehicle will be the front and rear coil over spring units as described in sub-sections 20D-12.1 and 20D-12.3. Adjustments will be permitted during an Event but must be done in a manner that results in the vehicle maintaining body height requirements, as described in sub-section 20D-12.8.1.

B. Any device(s) for adjusting the handling characteristics or the vehicle's height which can be activated by the driver will not be permitted inside of the driver's compartment.

C. Electrical, pneumatic, hydraulic, remote control, or any other devices which change the handling characteristics or height of the vehicle will not be permitted.

D. Devices and/or procedures to, or used to, reduce or hold the vehicle lower than the normal stiffness of the springs will not be permitted.

20D - 13 STEERING COMPONENTS

All steering components must be approved by NASCAR. Prior to being used in competition, all major steering components must be submitted, in a completed form/assembly, to the office of the Series Director for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible.

A. Steering wheels must have a minimum of three (3) solid magnetic steel spokes securely attached to a magnetic steel rim structure.

B. The center-top of the steering post must be padded with at least two (2) inches of resilient material acceptable to NASCAR Officials.

C. A quick release steering wheel coupling with a housing must be used. The quick release steering wheel coupling may be constructed of aluminum; the housing must be constructed of magnetic steel. Three magnetic steel bolts must be used to secure the steering wheel to the quick release steering wheel coupling.

D. The steering wheel coupling must meet the SFI 42.1 specification and display a valid SFI 42.1 label on the outside surface.

E. All vehicles must be equipped with a magnetic steel steering shaft acceptable to NASCAR Officials.

F. The use of universal joints in the steering shaft must be acceptable to NASCAR Officials. It is recommended that a minimum of two (2) universal joints be used forward of the firewall.

G. Rack and pinion steering will be permitted.

H. Hydraulic power assist steering will be permitted. The power steering pressure pump must be mounted and driven off the front of the engine.

I. Tie rods, drag links and steering component parts must be heavy-duty. Holes and/or other modifications in steering components that, in the judgment of NASCAR Officials, have been made with the intent of weight reduction, will not be permitted.

20D - 14 BRAKES / BRAKE COOLING

All brakes and brake cooling components must be approved by NASCAR. Prior to being used in competition, all brakes and brake cooling components must be submitted, in a completed form/assembly, to the office of the Series Director for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible. Holes and/or other modifications in the braking system or components that, in the judgment of NASCAR Officials, have been made with the intent of weight reduction will not be permitted.

20D - 14.1 Brake Components

A. Only disc brakes with magnetic cast iron or cast steel round rotors will be permitted. Only metal brake calipers will be permitted.

B. Brakes must be operational on all four (4) wheels at all times. Valves of any type will not be permitted in the brake lines that will reduce or cut off the flow of brake fluid to a single wheel.

C. Inboard brakes will not be permitted.

D. Only one (1) brake caliper per wheel using only two (2) brake pads per caliper will be permitted. Front brake calipers must be mounted on the rear of the spindles on both the left side and right side. Brake calipers and mounting must be acceptable to NASCAR Officials. Brake calipers must be from an approved manufacturer. NASCAR Officials may use a brake caliper provided by the respective manufacturer as a guide in determining whether a Competitor's brake caliper conforms to the specifications of the Rule Book.

E. A maximum of six (6) pistons will be permitted in all brake calipers.

F. Brake pads must have a magnetic steel backing plate.

G. Brake pad retraction devices will not be permitted.

H. Brake rotors must be used as manufactured. Brake rotors must be acceptable to NASCAR Officials.

I. Master cylinder(s) and reservoir(s) should be mounted on the engine side of the front firewall. The master cylinder(s) must be metal and must be the push-piston type. Only single-stage master cylinders will be permitted. Only one (1) bore size, per master cylinder, will be permitted.

J. Only mechanical, hand operated, cable driven brake bias adjustment systems will be permitted.

K. Holes and/or other modifications in the brake pedal arm, that in the judgment of NASCAR Officials have been made with the intent of weight reduction, will not be permitted.

L. Inline brake proportioning systems will not be permitted.

M. Electronic wheel speed sensors or brake actuators will not be permitted.

N. Power assisted braking systems will not be permitted.

O. Quick disconnect fittings on the brake lines will not be permitted.

20D - 14.2 Brake Cooling

A. One (1) air duct per wheel may be used for brake cooling using a maximum three (3) inch diameter brake hose.

B. All air inlets must be acceptable to NASCAR Officials. The maximum dimension of the front and rear brake air inlets will be three (3) inches by eight (8) inches. Front air inlets may be mounted to the outside of the front frame rails with the leading edge of the brake air inlets not farther forward than the frame rail at the rear edge of the front bumper mount. Front air inlets may also be mounted to the sway bar arm or spindle. All brake air inlets must be mounted vertical and must be operational. Front spindle air ducts will be permitted. Front spindle air ducts must be constructed of metal. The maximum radius of the front spindle air ducts will be from the upper leading edge of the front brake caliper to the lower edge of the steering arm. Front spindle air ducts may have an outer band mounted 90 degrees to the vertical surface of the air duct. The outer band must not exceed a maximum of one (1) inch in width. Front brake cooling fans will not be permitted. The rear brake air inlets mounted in the quarter panel or door must be painted the same color as the vehicle. If the rear brake ducts are routed beneath the vehicle, they must not be mounted lower than the bottom of the frame rail and must be mounted in a 1/2 inch by 1/2 inch angle frame. Rear brake cooling fans with a maximum three (3) inch diameter, one (1) per rear wheel, will be permitted. Hub mounted brake blowers will not be permitted. Brake air inlets (NACA ducts) mounted in the door or quarter panels must be flush with the outside of the body. A 1/2 inch air deflector may be attached to the rear brake air inlets. If the brake air inlets are not operational, they must be blocked off. Screens and air ducts, from the air inlet opening to the brake assembly, must be acceptable to NASCAR Officials.

C. Only mechanical type brake fluid re-circulating systems will be permitted. Motor driven brake fluid re-circulators will not be permitted.

D. Liquid or gas cooling of the brakes will not be permitted.

20D - 15 FUEL

NASCAR reserves the right to have all vehicles use the same brand of fuel in a given Event. When this right is exercised, it will be stated on the Official Entry Blank or in other NASCAR bulletins for that Event and the specific brand of fuel will be named the "Official Fuel". In all such cases, fuel used for practice, qualifying, and the Race itself will be supplied at the track by the "Official Fuel" supplier and must be used exactly as supplied by the "Official Fuel" suppliers dispensing equipment at the track. At an Event where an "Official Fuel" has been named, NASCAR Officials will use a sample of the actual fuel provided at the track by the fuel supplier to determine whether the fuel used by a Competitor conforms to the specifications in the Rule Book.

20D - 15.1 Definition

In the event there is no "Official Fuel" at a given Event, the term "Fuel", wherever used in this document, shall be understood to mean automotive gasoline that complies with the specifications given in sub-section 20D-15.2. NASCAR Officials will use a sample of the actual fuel(s) provided at the track by the fuel supplier(s) to determine whether the fuel used by a Competitor conforms to the specifications in the Rule Book.

20D - 15.2 Specifications

- A. The fuel must be automotive gasoline only.
- B. The gasoline must comply with ASTM D-4814 entitled, "Standard Specification for Automotive Spark Ignition Engine Fuel," except limited to liquid hydrocarbons only, Class A, B, C, D, or E, but without regard to geographical or seasonal limitation.
- C. The gasoline must not be blended with alcohols, ethers or other oxygenates and it must not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds.
- D. Icing or cooling of the fuel system will not be permitted during the Event in the garage, pit, or racing premises.

20D - 15.3 Fuel Samples

NASCAR has the right to sample a Competitor's fuel at any time during the Event. Samples will be impounded for observation and/or testing by NASCAR and/or any outside laboratories at NASCAR's discretion.

20D - 16 FUEL SYSTEM

All fuel systems and fuel system components must be approved by NASCAR. Prior to being used in competition, all fuel systems and fuel system components must be submitted, in a completed form/assembly, to the office of the Series Director for consideration of approval and approved by NASCAR. Each such part may thereafter be used until NASCAR determines that such part is no longer eligible.

- A. NASCAR Officials will not permit the use of any previously approved fuel cells, containers, or check valves that appear to be damaged, defective or do not function properly. Fuel cell vent pipe check valves must be used. Check valves and the fuel cell must be acceptable to NASCAR Officials.
- B. Pressure systems will not be permitted. Any concealed pressure type containers, feed lines or actuating mechanism will not be permitted, even if inoperable. Icing, freon type chemicals or refrigerants must not be used in or near the fuel system.

20D - 16.1 Fuel Cell

A. Only the following fuel cell bladders are approved by NASCAR for use in competition.

<p>Aero Tec Laboratories, Inc. (ATL) (Part Number) FB 222 B FB 322 B</p>	<p>Aircraft Rubber Manufacturing, Inc. (FUEL SAFE) (Part Number) RB 204 RB 124</p>
<p>Schultz Engineered Products (Schultz Fuel Cells) (Part Number) STB22B</p>	

- B. The NASCAR-approved nominal fuel cell size shall be 24-1/4 inches by 16-3/8 inches by 13-1/4 inches.
- C. Modifications to the approved fuel cell bladders, including the nut ring, will not be permitted.
- D. The maximum fuel cell capacity, including the filler spout and overflow, must not exceed 24 gallons.
- E. Materials other than standard foam, as provided by an approved fuel cell manufacturer, will not be permitted.

F. All approved fuel cells must be equipped with an approved fuel cell check valve assembly that meets one of the following minimum requirements:

FUEL CELL CHECK VALVE HOUSING

(STEEL BALL TYPE)

1. The fuel cell check valve housing must be manufactured of aluminum or magnetic steel plate not less than 1/4 inch thick. A cast aluminum check valve housing assembly will not be permitted. The bottom surface of the check valve plate must be flat. Spacers will not be permitted between the check valve plate and the fuel cell bladder. Only one (1) gasket, with a maximum thickness of 0.065 inch will be permitted between the check valve plate and the fuel cell container.
2. The solid steel ball check valve must be encased in a four (4) rail carriage. The carriage rails must be constructed of solid aluminum or magnetic steel not less than 1/4 inch thick by not less than 3/4 inch wide material. The carriage rails must be positioned such that the surface of the 1/4 inch thick edge rides against the steel check ball. Outside surfaces of the carriage must not have any sharp edges. The carriage must not be altered in any way and must remain perpendicular to the fuel cell check valve top flange plate.
3. The fuel filler check valve carriage must not exceed a maximum depth of 8-1/2 inches. The maximum inside diameter of the filler neck including the check ball seat must not exceed 2-1/8 inches. When seated at least 1/2 of the check ball must be visible. The diameter of the solid steel check ball must be 2-3/8 inches. The filler neck must not be made of cast aluminum.
4. The fuel vent check valve carriage must not exceed a maximum depth of 8-1/2 inches. The maximum inside diameter of the vent pipe neck including the check ball seat must not exceed 1-1/4 inches. When seated, at least 1/2 of the check ball must be visible. The diameter of the solid steel check ball must be 1-3/8 inches. The fuel vent check valve must not be made of cast aluminum.
5. The fuel inlet tube and vent tube must have a bead around its outside circumference for hose retention.

(FLAP TYPE)

1. The fuel cell check valve housing must be from an approved manufacturer and be made of aluminum or magnetic steel plate not less than 3/16 inch thick. A cast aluminum check valve housing assembly will not be permitted. The bottom surface of the check valve plate must be flat. Spacers will not be permitted between the check valve plate and the fuel cell bladder. Only one (1) gasket with a maximum thickness of 0.065 inch will be permitted between the check valve plate and the fuel cell bladder.
2. The fuel filler check valve assembly equipped with a fuel resistant flap (Viton) mounted in the center of its circumference and must maintain a minimum outside diameter of 3-1/2 inches. The maximum inside diameter of the fuel filler inlet must not exceed 2-1/8 inches. The fuel filler check valve assembly must not be made of cast aluminum.
3. The fuel vent check valve carriage must not exceed a maximum depth of four (4) inches. The maximum inside diameter of the vent pipe neck including the check ball seat must not exceed 1-1/4 inches. The diameter of the solid steel ball/poppet must be 1-3/8 inches. The fuel vent check valve neck must not be made of cast aluminum.
4. The fuel inlet tube and vent tube must have a bead around its outside circumference for hose retention.

G. Fuel cells must not be used beyond five (5) years after the date of manufacture.

20D - 16.2 Fuel Cell Container

The fuel cell container must be acceptable to NASCAR Officials.

A. The fuel cell must be encased in a container of not less than 0.031 inch magnetic sheet steel. The fuel cell must be fitted within the container so that the maximum capacity, including the filler spout will not exceed 24 gallons.

B. The maximum fuel cell container size must be 25-1/8 inches in length by 16-7/8 inches in width by 13-3/4 inches in height (outside dimensions).

C. Interior magnetic sheet steel must allow access to the top of the fuel cell for inspection.

D. The fuel cell should be coated bright red.

20D - 16.3 Fuel Cell / Fuel Cell Container Installation

The fuel cell and fuel cell container must be installed in a manner acceptable to NASCAR Officials.

A. The fuel cell and fuel cell container must be installed as far forward as possible in the trunk compartment behind the rear axle and maintain a minimum ground clearance of 5-1/2 inches.

B. The fuel cell container must be secured by one (1) inch by one (1) inch by 0.065 inch minimum thick square steel tubing meeting the ASTM A-513 specification or one (1) inch wide by 1/8 inch thick magnetic steel straps two (2) lengthwise and

two (2) crosswise. The straps must be located as close to the fuel filler check valve housing as possible.

C. A firewall constructed of magnetic sheet steel with a minimum thickness of 0.031 inch must be located between the trunk and the driver's compartment.

20D - 16.4 Fuel Filler / Vent Requirements

20D - 16.4.1 Fuel Filler

At Events where refueling is required during the Event, the fuel filler must be acceptable to NASCAR Officials and meet the following minimum requirements:

A. Dry coupling systems, using a probe on the fuel filler cans and a receptacle on the vehicle, must be acceptable to NASCAR Officials. Dry coupling receptacles must be bolted from the inside of the quarter panel and at an angle on the left rear quarter panel. The mounting must be as near to the top of the panel and as far back as possible.

B. A NASCAR-approved closed loop vehicle refueling system, consisting of a fuel filler vehicle adapter, a fuel filler can coupler and a fuel filler can vent valve will be permitted.

C. The check valve filler neck inside diameter must not exceed 2-1/8 inches. The outside diameter must not be less than 2-1/4 inches and not more than 2-1/2 inches.

D. The maximum filler spout size is 4-1/4 inches outside diameter by eight (8) inches long, then tapering over the next 8-1/2 inches to 2-1/2 inches outside diameter, extending to an overall length of 18 inches.

E. A minimum of six (6) inches of 2-1/2 inches maximum diameter flex hose must be used between the end of the filler spout and the fuel cell neck.

20D - 16.4.2 Fuel Cell Vent

The fuel cell shall be vented as follows:

A. A single, one (1) inch minimum up to a 1-1/4 inch maximum inside diameter vent to outside of body must be installed at and sealed to the upper left rear corner of the rear vertical panel only except when a NASCAR-approved closed loop vehicle refueling system is used. The vent must have a self-closing flap-type valve at all tracks that can only be opened by inserting a wire or flat metal strip to allow refueling.

B. The fuel cell check valve vent hose neck inside diameter must not exceed 1-1/4 inches inside diameter and three (3) inches in length. The fuel cell check valve vent hose must have a bead around its outside circumference for hose retention. The fuel cell vent flexible hose must have a maximum inside diameter of 1-1/2 inches and a maximum length of 60 inches when measured from the outside end of the fuel vent pipe to the top of the fuel cell fill plate. The hose must be secured with two (2) clamps at the fuel cell fill plate.

C. When fuel is added during a pit stop, a crew member must catch any overflowing fuel into a container acceptable to NASCAR Officials except when a NASCAR-approved closed loop vehicle refueling system is used. The overflow container must be metal and coated red.

20D - 16.5 Fuel Lines / Fuel Pump

Electrical devices or electrical connections will not be permitted on the fuel cell, and fuel lines rearward of the engine block. Engine compartment mounted fuel pressure regulators must be mounted in an area on or forward of the front firewall above the engine block and between the cylinder heads. Fuel pressure may only be measured from a fuel line or engine mounted regulator at the intake manifold. Fuel lines from the carburetor will not be permitted on the cockpit side of the front firewall. Fuel pressure gauge isolators or sensors for electronic fuel pressure gauges must remain on the engine side of the front firewall.

20D - 16.5.1 Fuel Lines

The fuel lines and fuel line connections must be acceptable to NASCAR Officials and meet the following minimum requirements:

A. A NASCAR-approved Holley hydramat fuel blanket will be permitted. The size, material, and location of the fuel cell pickup must be acceptable to NASCAR Officials.

B. Only one (1), maximum 5/8 inch inside diameter fuel line with a maximum AN-10 fitting, will be permitted from the fuel cell to the carburetor.

C. All fuel lines must be stainless steel, full coverage, outer braid protected synthetic rubber hose attached with threaded, nipple design hose end fittings and should be covered with flame resistant covering acceptable to NASCAR Officials. This includes the fuel line to the fuel pressure gauge and/or sending unit.

D. The fuel line from the fuel cell to the fuel pump may be relocated to prevent vapor lock. If the fuel line runs through the right side of the driver's compartment, it must be enclosed in a straight or parallel to the drive shaft and transmission tunnel (as viewed from above) one (1) inch outside diameter metal tube, coated red and labeled "FUEL LINE".

E. A NASCAR-approved check valve mounted at the fuel line outlet on the fuel cell may be used.

F. Additional lines or extra length must not be used on the fuel system. Extra fuel lines or fuel cells, concealed or otherwise, will not be permitted.

G. An on / off, in-line fuel shutoff valve must be mounted within easy reach of the driver and labeled "FUEL SHUTOFF".

H. Quick disconnect fittings will not be permitted.

I. Only one (1) fuel filter may be used between the fuel cell and the fuel pump. The fuel filter must be mounted on the same side as the fuel line. The size of the fuel filter must be acceptable to NASCAR Officials.

20D - 16.5.2 Fuel Pump

Only one (1) fuel pump, acceptable to NASCAR Officials meeting the following requirements, will be permitted.

A. Mechanical, lever-action, camshaft actuated fuel pumps in the approved location will be permitted.

B. A NASCAR-approved remote, cable-driven mechanical fuel pump will be permitted. The pump must be driven off of the rear of the engine oil pump. The cable driven fuel pump must be mounted in the trunk area forward of the fuel cell container near the center of the chassis. If a remote fuel pump is used, the fuel line fitting on the inlet side of the remote fuel pump may be a manufacturer certified, crash-worthy, break-away, self-sealing type. It is recommended that the remote cable assembly meet the SFI 8.1 specification.

C. Electric fuel pumps will not be permitted.

D. Liquid cooling of the fuel pump will not be permitted.

20D - 16.6 Fuel Filler Cans

A. Unless authorized by NASCAR, only two (2) approved maximum 12 gallon metal fuel filler cans will be permitted in pits for refueling at all tracks.

B. The metal fuel filler cans must be coated red and be acceptable to NASCAR Officials. (See Diagram in the rear pages of the Rule Book for a NASCAR-approved fuel filler can.) The only decals used beyond those of NASCAR Officials that will be permitted on any fuel filler can will be those of a participating fuel supplier that is approved by NASCAR. The fuel filler cans must be metal, ventilated and equipped with a flexible filler nozzle.

C. When a NASCAR-approved closed loop vehicle refueling system is used, the metal fuel filler cans must be equipped with a vent valve and vent tube.

D. The use of two (2) fuel filler cans at the same time while refueling the vehicle will not be permitted.

E. Elevated fuel drums or refueling towers will not be permitted.

F. Only metal fuel filler cans without dry coupling system fuel probes, coated red, acceptable to NASCAR Officials, will be permitted to be used to refuel the vehicle in the garage or pit area. When adding or removing fuel to/from the vehicle in the garage area, the vehicle must be outside of the garage structure. When teams are parked behind the team's transporters in the garage area, the vehicle must be moved away from the transporters before adding or removing fuel to/from the vehicle. NASCAR Officials may require that fuel be added or removed to/from the vehicle in a designated area of the garage.

G. Fuel filler cans must not be stored in the garage structure.

H. Fuel filler cans must only be transported from the fuel station to the pit area in a cart acceptable to NASCAR Officials.

I. When installing or removing fuel can couplers, power tools MUST NOT be used. It is recommended that a non-conductive nut driver be used.

20D - 17 PERSONAL SAFETY EQUIPMENT

A. General

1. Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an Event. NASCAR IS 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. NASCAR may, from time to time, schedule information sessions with Competitors and safety experts. Each Competitor is expected to attend and participate in such sessions.

B. Protective Clothing

IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER, NOT NASCAR, TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.

DRIVERS – Unless otherwise authorized, while on the track during the Event, Drivers must comply with the following:

	Use Required	Use Recommended	SFI / FIA Specification (minimum)	SFI / FIA Specification (recommended)	SFI Label Visibly Displayed
Uniform	X One-piece Uniform		3.2A/5	3.4	Outside Surface of Left Sleeve
Shoes	X		3.3		X
Gloves	X		3.3		X
Head Sock and/or Helmet Skirt	X		3.3 FIA 8856-2000 FIA 8856-2018		X
Underwear/ Socks		X		3.3 FIA 8856-2000 FIA 8856-2018	X
Helmet	X Refer to Section 20D17.1A Helmets				Helmet Certification Label Affixed To Helmet At All Times

CREW MEMBERS – During race conditions, any crew member who steps into the vehicle servicing area must comply with the following:

	Use Required	Use Recommended	SFI / FIA Specification (minimum)	SFI / FIA Specification (recommended)	SFI Label Visibly Displayed
Uniform	X		3.2A/1	3.2A/5 or 3.4	Outside Surface of Left Sleeve
Shoes	X		3.3		X
Gloves	X		3.3		X
Head Sock and/or Helmet Skirt (Must Cover Nose & Mouth)		X		3.3 FIA 8856-2000 FIA 8856-2018	X
Underwear/ Socks		X		3.3 FIA 8856-2000 FIA 8856-2018	X
Helmet	X Refer to Section 20C17.1A3 Helmets				

FUEL HANDLER/FUELER (CREW MEMBER) – During race conditions, any crew member involved in fueling the vehicle or handling or transporting fuel in the garage or pit area must comply with the following:

	Use Required	Use Recommended	SFI / FIA Specification (minimum)	SFI / FIA Specification (recommended)	SFI Label Visibly Displayed
Uniform	X		3.2A/5	3.4	Outside Surface of Left Sleeve
One-Piece Uniform		X		3.2A/5 or 3.4	Outside Surface of Left Sleeve
Shoes	X		3.3		X
Gloves	X		3.3		X
Apron	X		52.1		X
Underwear/ Socks		X		3.3 FIA 8856-2000 FIA 8856-2018	X
Head Sock and/or Helmet Skirt	X		3.3 FIA 8856-2000 FIA 8856-2018		X
Full-face Helmet with Covering Face Shield	X Refer to Section 20D17.1A Helmets				Helmet Certification Label Affixed To Helmet At All Times

C. Onboard Fire Suppression

1. It is required that each vehicle have a fully charged onboard fire suppression System (OBFSS) servicing the driver (cockpit) area. The OBFSS must be installed, maintained and used in accordance with the manufacturer's/suppliers directions. The OBFSS system must meet the SFI 17.1 specification and display a valid SFI 17.1 label. This OBFSS cylinder(s) must be certified by the manufacturer every two (2) years. An additional manufacturers label with a visible date code must be located directly below the pressure gauge on the surface of the cylinder.
2. The OBFSS cylinder(s) must have a visible operating pressure gauge, compatible with the agent and be charged with DuPont FE-36, 3M NOVEC 1230 or equivalent agent. Equivalent agents are determined by NASCAR. Shut off valves are not permitted within the onboard fire suppression system(s).
3. The drivers compartment OBFSS cylinder must contain a minimum of five (5) pounds of agent. Nozzle(s) must be designed for the agent used and should not be pointed directly at the driver but should be mounted to provide flooding of the driver's compartment to the manufacturers recommendation. If engine compartment nozzle is used with this cylinder, the OBFSS cylinder size must be increased to a minimum of 10 pounds of agent. When the engine compartment line is used, it must remain in the passenger compartment and only breach the front firewall once. The discharge nozzle must be secured with metallic hardware.
4. It is recommended that each vehicle have an additional OBFSS cylinder solely dedicated to extinguish the fuel cell area (trunk). This cylinder must contain a minimum of 10 pounds of agent. This cylinder must be thermally activated discharge nozzle appropriate for the agent and installed per the manufacturer's instructions. This automatic system may have a manual and/or pneumatic override from the driver-activated system. As an option, this OBFSS cylinder may also be directed to the engine compartment with the use of a T-type fitting. If the engine compartment discharge option is used, then an additional automatic, thermally activated discharge nozzle must be located under the hood forward of the firewall. When routing pressurized fire extinguisher lines (thermally activated) either to the trunk area or the engine compartment, the lines will only be permitted to pass through the firewall near the longitudinal centerline of the vehicle.
5. The OBFSS cylinder(s) must be DOT-approved and constructed of steel or aluminum. Carbon fiber or composite cylinders will not be permitted.
6. A manually controlled push/pull nozzle activation knob which activates the OBFSS system must be used (thermally activated discharge nozzle is recommended). The manually controlled activation system must only use the OBFSS manufacturer's supplied push/pull cable, push knob or other manual activation device. The activation device must be mounted within the drivers reach. While on track, the lock pin must be removed from the manually controlled push/pull activation device. A red tag with white lettering stating, "REMOVE BEFORE ON TRACK" must be attached to the lock pin.
7. All discharge lines and fittings must be steel or steel reinforced hose. The OBFSS nozzles may be aluminum. The discharge nozzles must be secured with clamps constructed of metal. Placement and orientation of the discharge nozzle are the responsibility of the team according to their installations and OBFSS manufacturer instructions.
8. The OBFSS cylinder must be securely mounted beyond the right side of the driver's seat, above the interior sheet metal on the horizontal shoulder bar (#7) or to a right side door bar. If the OBFSS cylinder is mounted to a right side door bar it must be mounted in a position that permits driver egress, mounting must be acceptable to NASCAR Officials. Mounts must be secured to the horizontal shoulder bar (#7) or the top right side door bar and it must use a mounting system acceptable to NASCAR Officials which secures both ends of the cylinder for its full circumference and attaches securely to the roll cage structure of the vehicle. Hose clamps, worm drive clamps or cable ties will not be permitted. A device(s) must be installed to keep the cylinder from sliding out of the mounting system. Clamp style or "figure eight" mounts must completely encircle the circumference of the 1-3/4 inch outside diameter of the roll bar.
9. All entrants must have in their garage or pit area as part of their equipment, at all times, a fully charged minimum 10 pound Class B fire extinguisher with a visible, operating pressure gauge.
10. The use of portable pneumatic jacks (air jacks) will be permitted in the garage area only. When pneumatic jacks (air jacks) are used jack stands under the vehicle are required. At all times, when a vehicle is jacked up and a crew member(s) go underneath the vehicle a jack stand(s) must be used.

D. Passengers will not be permitted in or on a race vehicle at any time.

20D - 17.1 Helmets / Head and Neck Restraint Devices / Systems

A. Helmets

1. Drivers must wear a full-face helmet carrying at least one (1) of the following certifications:
 - FIA 8860-2010 (with a date of manufacture after January 1, 2016)
 - FIA 8859-2015 (with a date of manufacture after January 1, 2020)
 - FIA 8860-2018
 - Snell SA 2015
 - Snell SA 2020

Helmet certification (label) must be affixed to the helmet at all times.

Helmets should be fitted with a NASCAR-approved helmet removal system. The following systems are currently approved:

Eject™ Helmet Removal System

2. The driver must wear the helmet in accordance with the 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 vehicle servicing area must wear a helmet.
4. During Race conditions, any crew member involved in fueling the vehicle must wear a full face helmet with a covering face shield and a fire resistant head sock or helmet skirt. The head socks and/or helmet skirts must meet the SFI 3.3 specification and must visibly display a valid SFI 3.3 label.

Helmets should be fitted with a NASCAR-approved helmet removal system. The following systems are currently approved:

Eject™ Helmet Removal System

5. IT IS THE RESPONSIBILITY OF THE DRIVER/CREW MEMBER, NOT NASCAR, 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 must connect their helmet to an approved head and neck restraint device/system which is SFI-approved and acceptable to NASCAR. The device/system must meet the SFI 38.1 specification and must display a valid SFI 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturers mounting instructions, and it must be configured, maintained and used in accordance with the manufacturer's instructions.
2. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, TO ENSURE THAT HIS/HER DEVICE/SYSTEM IS NASCAR-APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.
3. The following are the SFI-approved Head and Neck Restraint Devices/Systems that are currently acceptable to NASCAR:

<u>MANUFACTURER</u>	<u>MODEL</u>	<u>OPTIONS</u>
HANS	Professional Series	Fixed or Sliding Tethers
HANS	Extra/Economy Series	Fixed or Sliding Tethers
HANS	Pro Ultra	Sliding Tethers
HANS	Sport Series	Fixed or Sliding Tethers
HANS	Sport II Series	Sliding Tethers
HANS	Stilo HANS Zero	Sliding Tethers
Safety Solutions	Hybrid	Fixed tethers
Safety Solutions	Hybrid Pro	Fixed Tethers
Simpson (formerly Hutchens)	Hybrid	Fixed Tethers
Simpson	Hybrid Pro	Sliding Tethers
Simpson	Hybrid Pro, carbon	Fixed Tethers
Stand 21	Featherlite	Sliding Tethers

C. SFI 38.1-approved head and neck restraint devices/systems will remain approved for use in competition until their expiration date which is five (5) years after the date of manufacture. At this time, the head and neck restraint device/system must be returned to the manufacturer for inspection and re-certification.

20D - 17.2 Seat Belts

A. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, TO ENSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS SFI 16.5-APPROVED OR 16.6-APPROVED AND LABELED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

B. Each vehicle must be equipped with an SFI 16.5-approved, minimum 6-point seat belt restraint system that displays a valid SFI 16.5 label. It is recommended that a SFI 16.6-approved seat belt restraint system that displays a valid SFI 16.6 label be used. When the 16.6-approved seat belt system is used it must be either a 7 point or 9 point system only. When an ABTS (All Belts To Seat) seat is used the 16.6-approved seat belt system must be used. The shoulder harness and lap belt assembly must not be more than three (3) inches (nominal) in width. The shoulder harness must not be less than two (2) inches wide (nominal) as it passes over the approved head and neck restraint system. Approved seat belt restraint systems must have a latching mechanism attached to the lap belt or, if a cam lock latching mechanism is used, it must be attached to the lap belt, the shoulder harness or the anti-submarine belts. This latching mechanism must provide a common connection and release for the lap belt, shoulder harnesses and the anti-submarine belts, and must be designed with a quick and easy one-handed, gloved release of all belts in all conditions. It must 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 a complete release of all belts. The lever must 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 1/2 inch beyond the outer diameter of the release mechanism unless a provision to prevent unintentional rotation or release is provided.

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

1. Lap belts must 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. Lap belt mounts must be able to swivel without binding or interference. When a driver is buckled in the seat, the free end of the seat belt webbing must rest in a position clearly aligned over the seat belt webbing entering any adjustment or latch release hardware.
2. On the left lap belt, if a roller adjuster is used, it must have tension springs installed and it must be attached to and be a part of the latch release mechanism directly without any webbing loop. The roller adjuster must 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 must 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 must 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 or 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 3-bar slider must be positioned outside the seat opening and as close to the mounting tab as possible. Wrap-around style lap belt mounts and clip-on/ hook/eyebolt style mounts will not be permitted; only tab style lap belt mounts secured with a nut and bolt will be permitted for aluminum seats. NASCAR-approved composite material seats must use the lap belt mounts which are integral with the seat and must be of the same mount style as approved with the seat.
3. Shoulder belts must mount to horizontal shoulder bar (#7) or shoulder bar (#7B) only (as shown in the Diagram in the rear pages of the Rule Book). If shoulder belt mounting brackets are used, the shoulder belt mounting brackets must not exceed three (3) inches in length and be a minimum 1-3/4 inches in width. The shoulder belt mounting brackets must be made of solid magnetic steel with a minimum thickness of 3/16 inch welded to the horizontal shoulder bar (#7) or shoulder belt bar (#7B). The shoulder belt mounting holes must have a minimum edge-to-hole distance of 1/4 inch. If the shoulder belt bar (#7B) is used, and the center-to-center distance from the horizontal shoulder bar (#7) is more than four (4) inches, then the shoulder belts must mount directly to the shoulder belt bar (#7B) or to tabs welded directly to the shoulder belt bar (#7B). The opening in the seat for this type of belt must be either a single or double open slot with a finished inside edge or a grommet installed. Only individual shoulder harness belts will be permitted. Y-type shoulder harnesses will not be permitted. Wrap-around shoulder harness mounts

will be permitted provided the belts do not cross behind the driver and all wrap-around mount style shoulder belts must be retained by a guide on horizontal shoulder belt 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. The seat opening for these crossed shoulder belts must be a single, open slot with a finished inside edge or grommet where the shoulder belts cross behind the driver. Each shoulder belt using a tab mount must use an individual mounting tab or steel sleeve welded through horizontal shoulder bar (#7) or shoulder belt bar (#7B) and be secured with a nut and bolt. Roller adjusters on the shoulder harnesses must have tension springs installed. Sternum or cross belts using metal or hard surface hardware will not be permitted.

4. Approved anti-submarine belts must be mounted to the seat frame or a steel reinforced seat bottom mount. Either wrap-around or tab-style anti-submarine belt mounts will be permitted and must be installed in accordance with the directions provided by the system supplier and/or manufacturer.

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

E. The driver must 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.

F. The SFI 16.5 and 16.6-approved seat belt restraint systems will remain approved for use in competition until their expiration date which is two (2) years after the date of manufacture. The seat belt restraint systems must be used as a complete restraint system. Brands may not be mixed.

20D - 17.3 Seats

A. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, TO ENSURE THAT HIS/HER SEAT, HEADREST/HEAD SURROUND ASSEMBLY AND ALL SEAT COMPONENTS ARE CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

B. Each vehicle must be equipped with an SFI 39.1 approved seat and headrest/head surround assembly displaying valid SFI 39.1 labels and be acceptable to NASCAR. Custom-manufactured aluminum seats constructed from solid aluminum sheet material from the seat bottom to above the driver's shoulders, acceptable to NASCAR, will be permitted. NASCAR-approved composite material seats will be permitted. Composite material seats and/or seats which incorporate lap and/or shoulder belt anchorages are subject to additional testing with documentation supplied to NASCAR. Each composite seat must have a unique, identifier that matches records on file with NASCAR. Seats constructed of multiple materials, including composite materials, must be 39.1-approved and must be acceptable to NASCAR. The SFI 39.1-approved seat and headrest/surround assembly will remain approved for use in competition until their expiration date which is two (2) years after the date of manufacture. Once a seat and headrest/head surround assembly has reached the expiration date, the seat and headrest/head surround assembly must be inspected and recertified by the seat manufacturer.

C. All seat interiors must be lined with inserts and/or padding meeting the SFI 45.2 specification and display a valid SFI 45.2 label. Any additional non-SFI 45.2 insert/padding materials used must not exceed a maximum thickness of 1/2 inch. No gaps or non-SFI 45.2 specification material(s) may be present between the seat structure and driver's uniform in the area directly under the driver, with the exception of standard seat cover upholstery, with a maximum thickness of 1/4 inch or flame retardant knit materials. A minimum thickness of 3/4 inches of insert/padding meeting the SFI 45.2 specification must be used in this area directly under the driver. The area directly under the driver extends from the driver's waist (belt line) forward to the front edge of the sub-strap pass through holes or four (4) inches forward of the lap belt mount, whichever is greater, as well as extends five (5) inches to both the left and right of the driver's centerline. The area directly under the driver is shown in Diagram #5, in the rear pages of the Rule Book. A 3/8 inch diameter inspection through-hole must be located on the driver's centerline between the leading edge of the lap belt pass through holes as shown in Diagram #5, in the rear pages of the Rule Book. All seat coverings and/or upholstery should be flame retardant.

D. The seat and headrest/head surround assembly must be installed in accordance with the directions provided by the system supplier and/or manufacturer. SFI 39.1 seats and headrest/head surround assemblies must not be modified or altered. The back of the seat, at shoulder level, must be positioned as close to the horizontal shoulder bar (#7) as possible.

E. All seats must have padded seat leg extensions on the left side and right side. Leg extensions must be securely mounted to the seat and vehicle structure.

Leg extensions must be padded. It is recommended that the padding meet the SFI 45.2 specification and display a valid SFI 45.2 label. Composite material seat leg extensions should meet the SFI 56.1 specification for flammability. All leg extension coverings and/or upholstery should be flame retardant.

F. Headrests/head surround assemblies must be designed to provide rigid support around both sides of the helmet, across the back of the helmet and to the forward most point of the helmet chin bar. Extra length on the head surround must also account for forward head motion during impact. The left side of the headrest/head surround assembly may be shortened to permit egress of the driver but must not be shortened to a location rearward of the helmet chin bar. Foam, tape or other non-original coverings may not be added to the headrest without the approval of the seat manufacturer and must be acceptable to NASCAR Officials. The headrest/head surround assembly must be rigidly bolted to the top of the seat using a minimum of 5/16 inch diameter bolts, except for the NASCAR-accepted composite seats. Steel brackets welded to the roll cage must be a minimum of 1/8 inch thick and aluminum brackets welded to the headrest/head surround assembly should be a minimum 3/16 inch thick. All bolts must have a minimum of 3/4 inch of metal from the center of the mounting bolt to the edge of the bracket. In addition, it is recommended that the headrest/head surround assembly be bolted to the shoulder supports with a minimum 3/16 inch thick brackets and a minimum 5/16 inch diameter bolts. The headrest/head surround assembly must not extend into the window opening beyond the area defined by the upper roll cage. All headrests must be fabricated in a rigid construction and of materials which provide adequate support in an impact.

G. All headrest/head surround assemblies must be lined with inserts and/or padding meeting the SFI 45.2 specification and display a valid SFI 45.2 label. The headrest/head surround assembly on both the left side and right side must be padded with flat impact absorbent material, a minimum of 2-1/2 inches thick, meeting the SFI 45.2 specification and display a valid SFI 45.2 label. On all headrest/head surround assemblies the area between the side of the driver's helmet and the flat impact absorbent material must not be more than 1/2 inch on both the left side and right side.

H. Optional strap-type headrest supports or nets must be equipped with a quick release fastener accessible by the driver.

I. The upper seat back must 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 5/16 inch minimum diameter bolts through the horizontal shoulder bar (#7). For aluminum seats, if a seat bracket is used to attach the seat to the horizontal shoulder bar (#7), the bracket must be constructed using a minimum of 3/16 inch thick metal plate and it must have a minimum of 3/4 inch of metal from the center of the mounting bolt to the edge of the bracket or the bracket may utilize the composite seat bracket design. For composite seats, the seat bracket must attach the seat to the horizontal shoulder bar (#7) and must be constructed from magnetic steel.

Minimum upper seat bracket thicknesses:

Hendrick: 0.090 inch

Sabelt: 3/16 inch

Sparco: 3/16 inch

The magnetic steel seat bracket to be used with a composite seat must be constructed according to the manufacturer's instructions, including all required gussets and reinforcements (see Diagrams #4A & B, in the rear pages of the Rule Book). All gussets must be solid and must run from the centerline of the seat mounting hole to the centerline of the roll cage mounting hole. The outer diagonal gusset edge must be straight unless the gusset is relieved to make room for the horizontal shoulder bar (#7). Holes and or other modifications that, in the judgment of NASCAR Officials, were made with the intent of weight reduction will not be permitted.

The seat bracket must be fastened to the seat with a minimum of four (4) high quality 5/16 inch minimum diameter bolts for aluminum seats manufactured with four (4) mounting holes. Aluminum seats manufactured with three (3) mounting holes for the seat bracket must be fastened to the seat with a minimum of three (3), high quality 5/16 inch minimum diameter bolts. Composite seats must be fastened to the seat bracket with a minimum of three (3), high quality 5/16 inch minimum diameter bolts.

J. The seat bottom must be secured to the vehicle's structure with a minimum of two (2) high quality 5/16 inch minimum diameter bolts per side. Seat mount brackets or slotted mounting systems welded to the seat frame must be a minimum of 1/4 inch thick. All mounting brackets must have a minimum of 1/2 inch of metal from the center of the mounting bolt to the edge of the bracket. All seat mounting brackets, welded to the frame rail, frame crossmembers, floors, roll bars, or removable seat mounting frame assemblies, must be made of a minimum 1/4 inch magnetic steel if single shear or a minimum of 3/16 inch if the double shear configuration is used. If a slotted mount is used to mount the seat to the seat frame, the seat must be bolted to the seat frame bracket using an additional bolt to prevent sliding. When mounting through the aluminum seats or brackets large diameter washers must be used.

When an ABTS (All Belts To Seat) seat is used the seat must be secured to the vehicle's frame/roll cage assembly with a tubular seat frame which includes the seat

mounting brackets. The tubular seat frame must be constructed from ASTM A513 type 5 round magnetic steel tubing with a 1-1/4 inch outside diameter and a 0.115 inch minimum wall thickness. The tubular seat frame must be secured at each end in a double shear configuration or must be welded at each end. If welded, a gusset must be used at each end. If using tubular seat frame mounting brackets, the tubular seat frame must have welded bungs with a 3/8 inch inside diameter installed. The welded bung must use a 3/8 inch magnetic steel hex head bolt or the welded bung may be threaded the entire length and welded around the entire circumference. A 5/8 inch maximum diameter through hole may be used on main frame assembly to locate weld bung. If tubular seat frame mounting brackets are used the mounting brackets must solid magnetic steel with a minimum thickness of 3/16 inch and a minimum bottom width of 1-1/4 inch. The seat frame mounting brackets must be completely welded to the main frame assembly and/or the horizontal tunnel bar (#6). Each mounting bracket must have a 3/8 inch seat frame mounting hole to attach the seat frame to the bracket. Slots will not be permitted in the seat frame mounting hole. The mounting hole must not be higher than 2-1/2 inches from the lower edge of the mounting bracket. The mounting bracket must have a minimum of 5/16 inch of metal from the edge of the mounting bolt to the outer edge of the bracket. All seat mounting frame configurations and specifications are shown in diagrams #4C and 4D in the rear pages of the Rule Book.

When an ABTS (All Belts To Seat) seat is used the seat must be secured to the vehicle's tubular seat frame assembly and horizontal shoulder bar (#7). An approved upper seat mounting bracket shown in diagram 4A in the rear pages of the Rule Book must be used. All upper seat brackets must be a minimum thickness of 0.090 inch. The upper seat bracket must be secured to the seat with a minimum of three (3) high quality 5/16 inch minimum magnetic steel bolts. The upper seat bracket must be secured to the horizontal shoulder bar (#7) with a minimum of three (3) high quality 5/16 inch minimum magnetic steel hex head bolts through the horizontal shoulder bar (#7). The seat bottom must be secured to the seat mounting brackets with a high quality 5/16 inch minimum magnetic steel hex head bolt two (2) per side using the seat manufacturers designated mounting locations. The seat mounting brackets must be completely welded to the tubular seat frame. The seat bottom mounting brackets must be solid magnetic steel with a minimum thickness of 1/4 inch. The seat mounting bracket must have a minimum width of 1-1/2 inch or a maximum width of 2-1/2 inches at the bottom. The seat mounting bracket must have a 5/16 inch minimum mounting hole to attach the seat to the bracket. Slots will not be permitted in the seat mounting hole. The mounting hole must not be higher than four (4) inches from the lower edge of the mounting bracket. The mounting bracket must have a minimum of 5/16 inch of metal from the edge of the mounting bolt to the outer edge of the bracket. Seat mounting bracket configurations and specifications are shown in diagram 4D in the rear pages of the Rule Book.

K. 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 vehicle. Additional angle may be added to the bottom of the shoulder support for driver arm clearance, if necessary. The interior shoulder support surface should be positioned perpendicular to the seat back in a plan view.

L. 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. Partial rib/chest supports constructed of foam, meeting the SFI 45.2 specification, will be permitted. Rib/chest support structures should not continue forward past the front of the driver's chest and should not curve or wrap around the front of the driver's chest. Rib/chest support foam, meeting the SFI 45.2 specification will be permitted to curve or wrap around the front of the driver's chest.

20D – 17.4 Window Net

A. A window net meeting the SFI 27.1 specification and displaying a valid SFI 27.1 label must be installed in the left side door window opening. The window net must not be used beyond two (2) years from the date of manufacture.

B. The window net must be a rib-type construction made from minimum 3/4 inch, maximum one (1) inch wide material, with a minimum one (1) inch square opening between the ribs. The minimum window net size must be 22 inches wide by 16 inches high. Window net webbing may not be attached to the B-pillar. No flap(s) or additional material may be present on the driver's window net.

C. All window net mounts must be welded directly to the roll cage and must not attach to the door top or body exterior sheet metal. All upper and lower window net mounts must be a minimum 1/2 inch diameter solid magnetic steel rod or a minimum one (1) inch wide by 1/8 inch thick flat magnetic steel and must be acceptable to NASCAR Officials. The lower window net mounting bar must not extend above the door top.

D. The window net, when in the closed position, must fit tightly and be secured with a lever-type quick release latch acceptable to NASCAR Officials. The lever must be secured by a detent ball in the lever and may be supplemented by a Velcro® fastener only, pins or clips will not be permitted. The latch must be mounted at the top in the front to the roof bar (#3) or at the top of front roll bar leg (#2A) near roof bar

(#3). The forward edge of the window net, when in the closed position, must be in line with or forward of the steering wheel.

20D-18 ROLL BARS

A. As a minimum, all vehicles are required to have the basic and typical roll cage configured as shown in Diagrams #1, 1A & B, in the rear pages of the Rule Book. Unless otherwise specified below, all roll bars must be made from round magnetic steel seamless tubing 1-3/4 inches by 0.090 inch minimum wall thickness meeting the ASTM A-519 specification. Alloys other than mild steel will not be permitted. Electric resistance welded tubing, aluminum and/or other soft metals will not be permitted. Roll bar joints and intersections must be welded according to the ASTM specification for the material being welded. A maximum of one (1), maximum 1/8 inch diameter hole may be drilled at each welded roll cage joint for the purpose of purging the tubes when welding. Once constructed and installed, the roll cage must be acceptable to NASCAR Officials. Holes and/or other modifications that, in the judgment of NASCAR Officials, were made with the intent of weight reduction will not be permitted. Modifications or alterations which detract from or compromise the integrity or effectiveness of any roll cage component will not be permitted.

B. Basic NASCAR Roll Cage Structure

1. The main roll bar (#1 in Diagrams #1 & 1A) must be a continuous length of tubing with one end welded to the top of the right frame rail and one end welded to the top of the left frame rail and with both rising to maintain a minimum clearance with the "B" posts and follow along the inner surface of the roof panel with a minimum clearance for the roof panel. The main roll bar (#1) may be tilted a maximum of 20 degrees rearward. The main roll bar (#1) must also be braced with one (1) diagonal bar (#5) and one (1) horizontal shoulder bar (#7). All bends in the main roll bar (#1) must be as symmetrical as minimum clearances permit.
2. The distance from the center of each of the front roll bar legs (#2 A & B) to the center of the main roll bar (#1) must not measure less than 39-1/2 inches. Each of the front roll bar legs (#2 A & B) must be constructed from a continuous length of tubing. One leg must be welded perpendicular to the top of the right frame rail and one leg welded perpendicular to the top of the left frame rail with both legs rising vertically a minimum of 21-1/4 inches before bending inward and rearward to maintain a minimum clearance with the "A" posts. Both legs must follow along the inner surface of each respective "A" post. The front roll bar legs (#2 A & B) must be welded to the roof bar (#3) near the upper corners of the windshield opening or extend rearward along the outer edge of the roof and be welded to the main roll bar (#1).
3. The roof bar (#3) which may be incorporated into the front roll bar legs (#2A & B) extends forward from the outer edges of the main roll bar (#1) with minimum clearance to the roof panel and remain parallel to the main frame rails. The roof bar must follow the contour of the windshield opening as it bends across the front and be within four (4) inches to the top of the windshield opening. The roof bar (#3) must extend from the edge of the roof on the left side across to the right side. The center to center width of the roof bar (#3) must be a minimum of 39 inches, and a minimum distance of 37-1/2 inches must be maintained from the center of the roof bar (#3) to the center of the main roll bar (#1).
4. The centerline roof bar (#4) must be a continuous length of tubing, extending from the main roll bar (#1) forward to the roof bar (#3) near the vehicle's centerline or be a diagonal bar from the intersection of the main roll bar (#1) and the roof bar (#3) on the right side and extend to the intersection of the roof bar (#3) and the left front roll bar leg (#2A) on the left side. The center windshield bar (#4A) must extend forward from the roof bar (#3) near the vehicle's centerline and bend downward and be welded to the dash panel bar (#8) near the vehicle centerline.
5. The main roll bar diagonal bar (#5), must form a straight line, with no bends and must begin near the upper left bend of the main roll bar (#1) behind the driver's head and after intersecting the horizontal shoulder bar (#7), it must be welded to the lower right side of the main roll bar (#1).
6. One (1) horizontal shoulder bar (#7) must be a continuous length of tubing and must be welded, with no bends, inside the vertical legs of the main roll bar (#1) at a minimum height of 15-1/2 inches above the main frame rails. An additional shoulder belt bar (#7B) must be a continuous length of tubing and may be added above the horizontal shoulder bar (#7) to facilitate shoulder harness mounting height. The shoulder belt bar (#7B) must be welded to the main roll bar (#1) and the main roll diagonal bar (#5) or it may be bent tube constructed of 1-3/4 inches by 0.090 minimum wall thickness steel, round tubing, meeting the ASTM A-519 specification, welded at each end to the horizontal shoulder bar (#7) to form a loop above the horizontal shoulder bar (#7).

7. The dash panel bar (#8) must be a continuous length of tubing, with no bends, welded beneath the dash panel between the two (2) front roll bar legs (#2 A & B) at a minimum height of 15-1/2 inches above the main frame rail.
8. (a) The door bars (#9 A & B), on both the left and right sides, must have a minimum of four (4) bars equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (#1) and the front roll bar legs (#2 A & B). The top door bar on each side must maintain a minimum vertical height of 15-1/2 inches from the top of the main frame rails to its centerline and match up with the intersection of the dash panel bar (#8) at the roll bar legs (#2A & #2B) at the front and the intersection of the horizontal shoulder bar (#7) at the main roll bar (#1) at the rear. All door bars must be convex in shape. The door bars (#9 A & B) must have a minimum of six (6) vertical supports per side with two (2) equally spaced between each door bar. These supports must be made from a minimum of 1-3/4 inches by 0.090 inch wall thickness magnetic steel seamless round tubing (not numbered but shown in the left side view of diagram #1). Right side door bars must cover a minimum of 25 inches of door length and may be either four (4) horizontal bars with six (6) vertical studs or two (2) horizontal bars and two (2) bars configured in an X design. If the X design is used, a vertical bar must connect through the center of the X from the top horizontal bar to the frame.
- (b) A 0.0897 inch thick magnetic steel, anti-intrusion plate(s) must be securely welded to the outside of the left side door bars. The anti-intrusion plate(s) must fill the area between the horizontal centerlines of the top and bottom door bars, and vertical centerlines of main roll bar (#1), and the left front roll bar leg (#2A). The plate(s) must be formed to match the curvature of the door bars. Plate(s) welded between the vertical upright bars should be as large as possible. All plate(s) must have the corners welded with one (1) inch of weld followed by a maximum of three (3) inches of surface not welded and followed again by a minimum one (1) inch weld.

To facilitate emergency removal of the left side door bars (#9A), the anti-intrusion plate must have six (6), 2-1/8 inch diameter holes cut in the anti-intrusion plate, with three (3) holes forward of the front vertical supports and three (3) holes rearward of the rear vertical supports in the following locations:

The upper two (2) holes must be centered vertically between the left side door bars (#9A-1&2), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support.

The middle two (2) holes must be centered vertically between the left side door bars (#9A-2&3), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support.

The lower two (2) holes must be centered vertically between the left side door bars (#9A-3&4), at an on-center distance of three (3) inches from the center of the front vertical support and the rear vertical support (see Diagram #2 in the rear pages of the Rule Book).

9. All vehicles must have a foot protection bar acceptable to NASCAR Officials installed on the left side of the roll cage. The foot protection bar must be located at or in front of the pedal assembly, when viewed from the side and above. The foot protection bar must be completely welded to the left front roll bar leg (#2A) and extend forward and be completely welded to the main frame rail or front sub-frame.
10. The vertical vent window bars (#10 A & B) must each be a continuous length of tubing, welded from the upper surface of the top door bars on the right side and left side to the front roll bar legs (#2 A & B). The vertical vent window bars (#10 A & B) must be perpendicular to the top door bars (#9 A & B). A minimum of one (1) vertical bar must extend from the roof bar (#3) radiused outward and turn down to the top horizontal door bar (#9A) on the driver's side. The vertical bar must be a minimum 1-1/2 inch diameter by 0.090 inch wall thickness magnetic steel seamless round tubing and must be located in line with the driver and must not extend forward of the left side headrest/head surround assembly.
11. The two (2) angular supports (#11 A & B) must be welded to the top of the main frame rail and to the bottom surface of the bottom door bar on both the left and right side.
12. The rear support bars (#13 A & B) must be continuous lengths of tubing welded to the left and the right back side of the main roll bar (#1) near the roof panel at the top. They must extend to and be welded to the top of the rear sub-frame rail within one (1) inch of the rear edge of the fuel cell.
13. The two (2) front sub-frame bars (#16 A & B) must be a minimum 1-3/4 inch diameter by 0.083 inch wall thickness magnetic steel seamless round tubing. They must be welded to the right side and the left side of the front roll bar legs (#2 A & B) at a minimum height of 15-1/2 inches.

The front sub-frame bars (#16 A & B) must extend forward, turn down, and must be welded to the front sub-frame rails.

C. Gussets

1. Gussets must be used at the intersection where the main roll bar (#1) and the front roll bar legs (#2 A & B) meet the main frame, and the gussets must be constructed using a minimum one (1) inch wide by two (2) inches high magnetic steel box tubing.
2. Gussets must be used at the intersection where the front roll bar legs (#2 A & B) intersect the roof bar (#3), and the gussets must be constructed from a minimum 0.095 inch minimum thickness triangular-shaped magnetic steel flat plate measuring a minimum of 1-1/2 inches long on each side that is to be welded.
3. Gussets must be used at the intersection of main roll bar (#1) and the front roll bar legs (#2 A & B) with door bars (#9 A & B) and the gussets must be constructed from a minimum 0.095 inch minimum thickness triangular-shaped magnetic steel flat plate measuring a minimum of 1-1/2 inches long on each side that is to be welded.
4. Gussets must be used at the intersection of main roll bar (#1) and the rear support bars (#13 A & B), and the gussets must be constructed from a minimum 0.095 inch minimum thickness triangular-shaped magnetic steel flat plate measuring a minimum of 1-1/2 inches long on each side that is to be welded.

D. For the approved location of the various roll bars, please reference both the basic roll cage diagrams and the typical roll cage diagrams at the rear of the Rule Book.

E. Modifications to the basic and typical roll cage design described above must be submitted in blueprint and/or computer aided design (CAD) files for acceptance to the office of the Series Director at least 60 days before the design can be entered in competition. If the Series Director accepts the modification as set forth in the submitted files the Competitor must submit for inspection a completed frame and roll cage at least 30 days prior to the date of intended competition. Acceptance of the submitted blueprint and/or computer aided design (CAD) files does not guarantee acceptance of the completed frame and roll cage design, and the Series Director may decide not to accept such design even if it is the same as the submitted files. If the Series Director accepts the completed frame and roll cage, it may then be used in competition in the form accepted, unless and until the form is no longer approved by the Series Director.

F. All roll bars within the driver's reach must be covered with impact absorbent material manufactured to the SFI 45.1 specification and be acceptable to NASCAR Officials. Impact absorbent material used on roll bars must meet the SFI 45.1 specification and be imprinted on the outside surface with the SFI logo.

G. All references to the roll cage, roll bars, roll cage bars or the roll cage bar design specified in other sub-sections of the Rule Book must refer to sub-section 20D-18.

H. At the discretion of NASCAR Officials, additional material and/or tubing may be required to be welded to any vehicle that does not conform to the January 1, 2024 roll cage or roll bar specifications as described in sub-section 20D-18.

CONSTRUCTION GUIDELINES

DIAGRAM 1 - TYPICAL ROLL CAGE & FRAME CONSTRUCTION (MODIFIED)

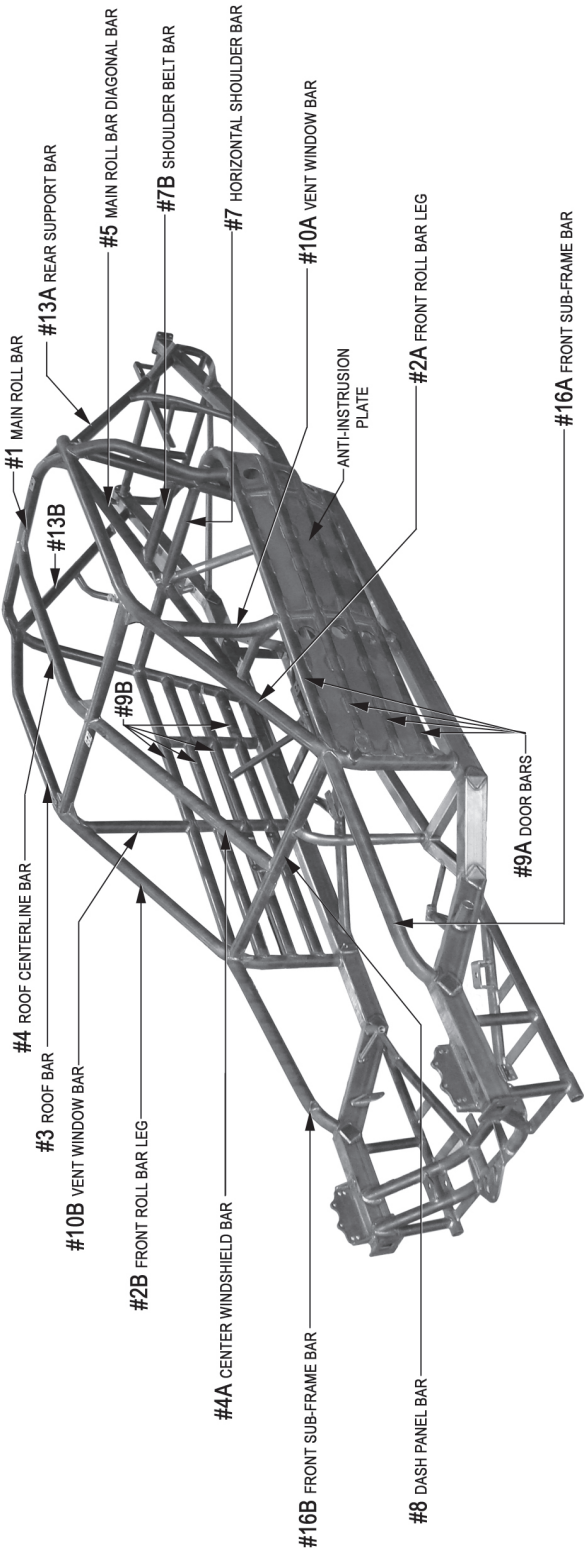


DIAGRAM #1A - TYPICAL ROLL CAGE & FRAME CONSTRUCTION (MODIFIED)

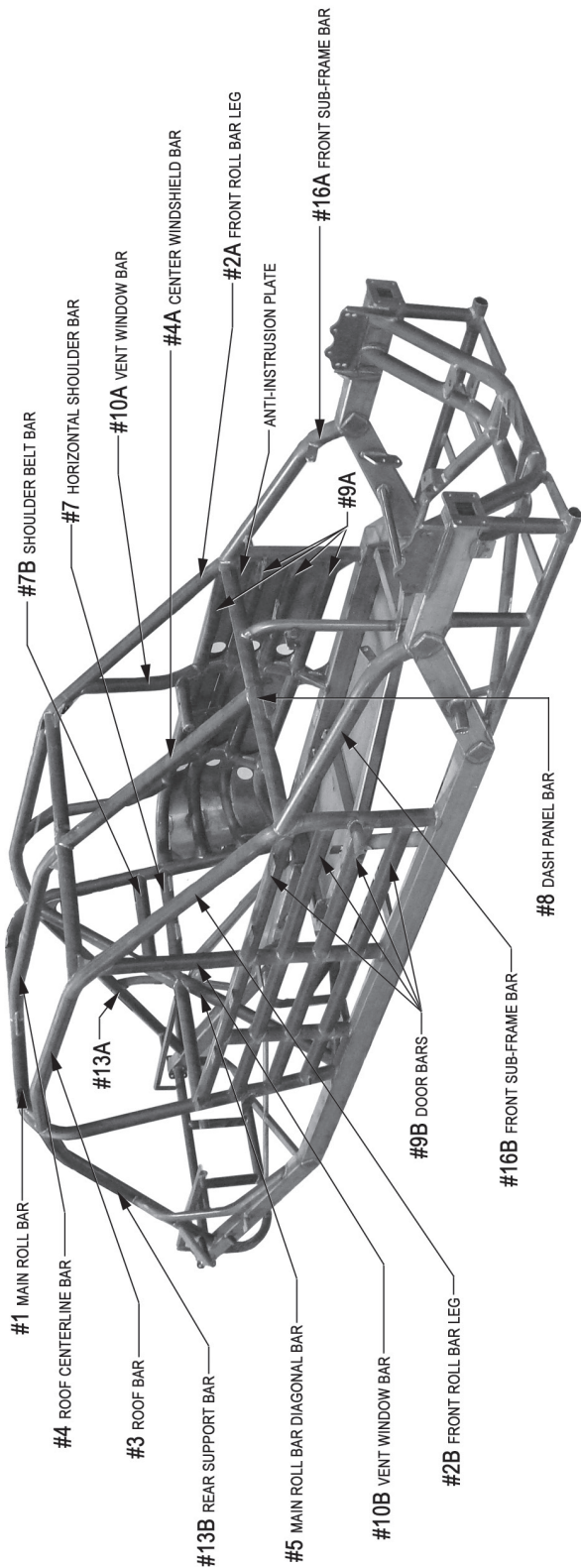


DIAGRAM #1B

TYPICAL ROLL CAGE AND FRAME CONSTRUCTION (MODIFIED)

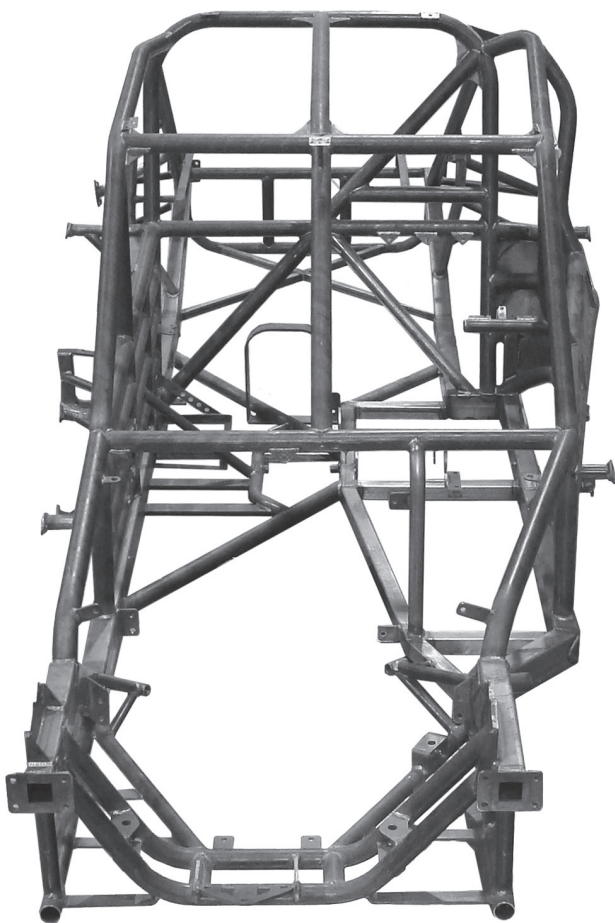


DIAGRAM #2 ANTI-INTRUSION PLATE HOLE LOCATION - (MODIFIED)

NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES.

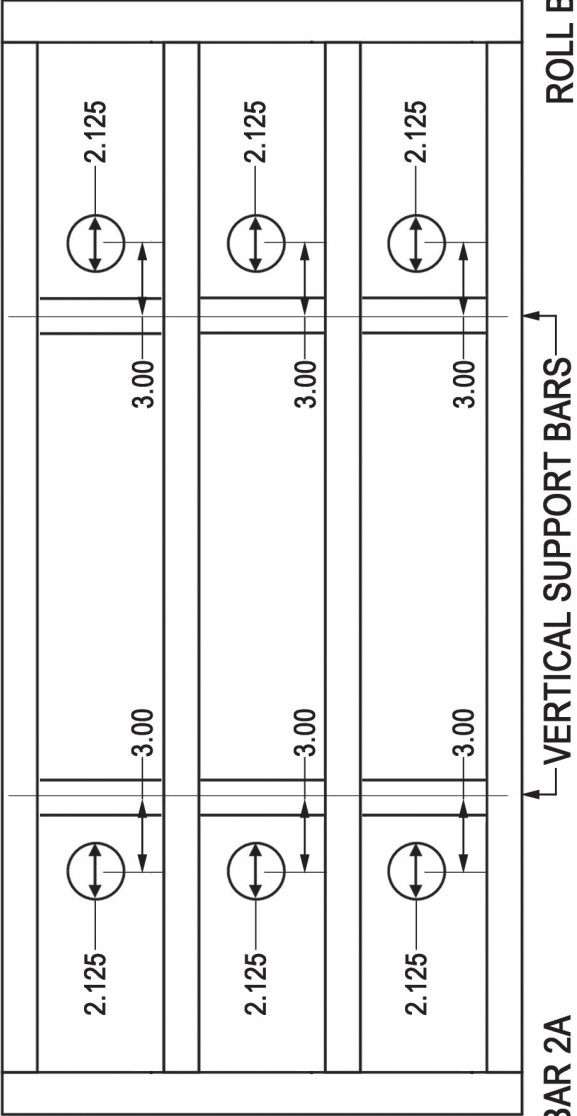
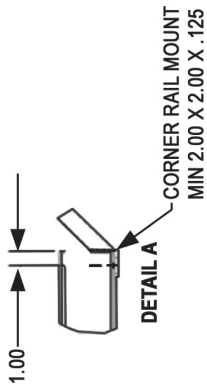
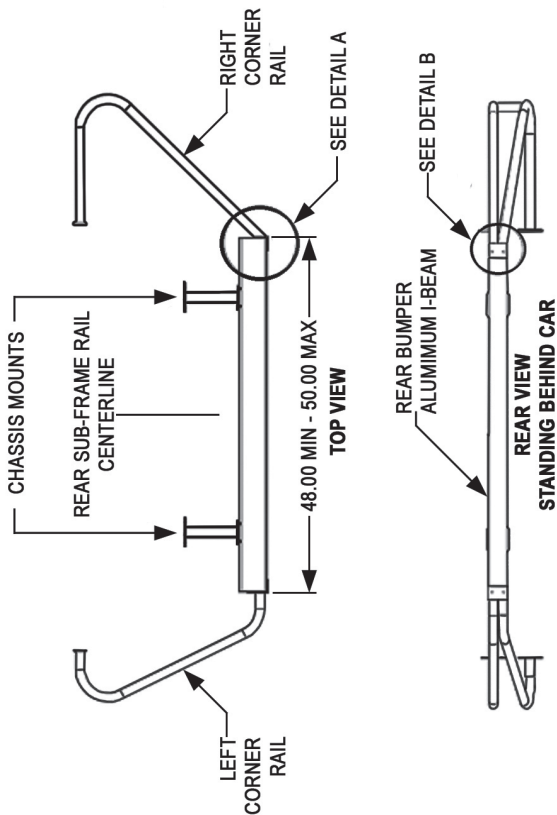


DIAGRAM #3 - REAR BUMPER INSTALLATION - (MODIFIED)



NOTES: UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES.



DIAGRAM #4A UPPER SEAT BACK MOUNTING BRACKET - HENDRICK

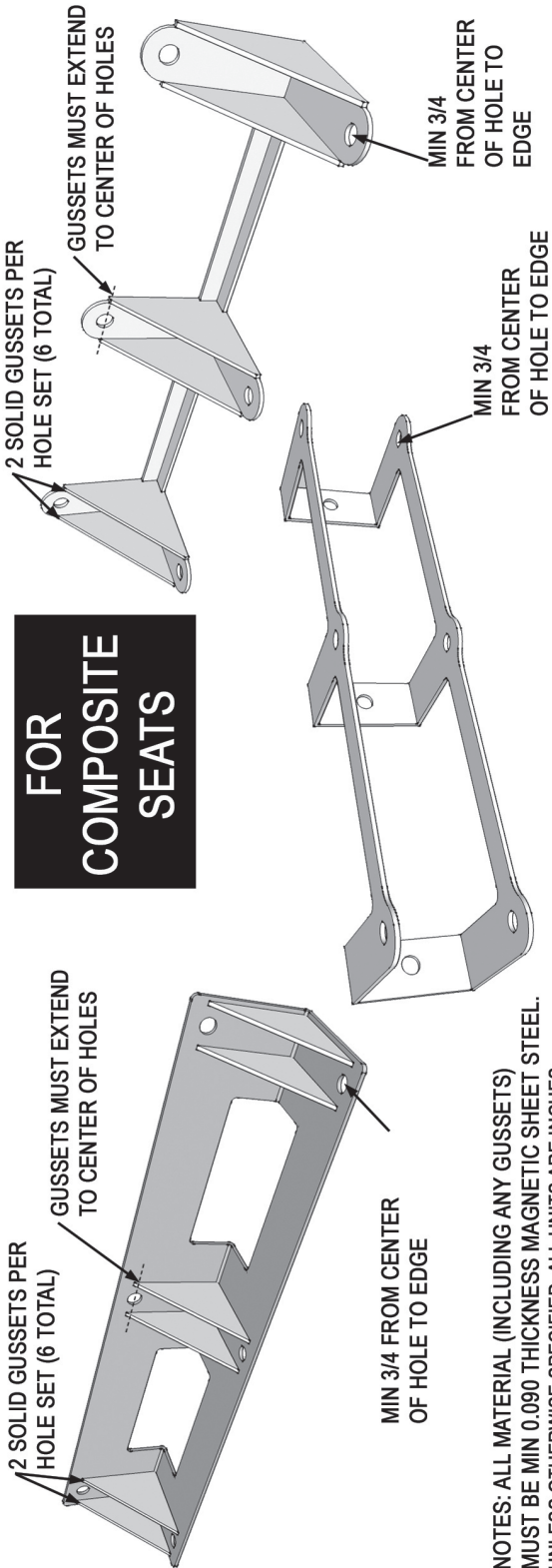
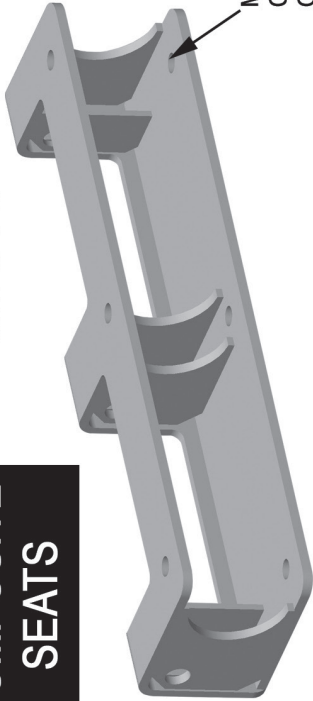


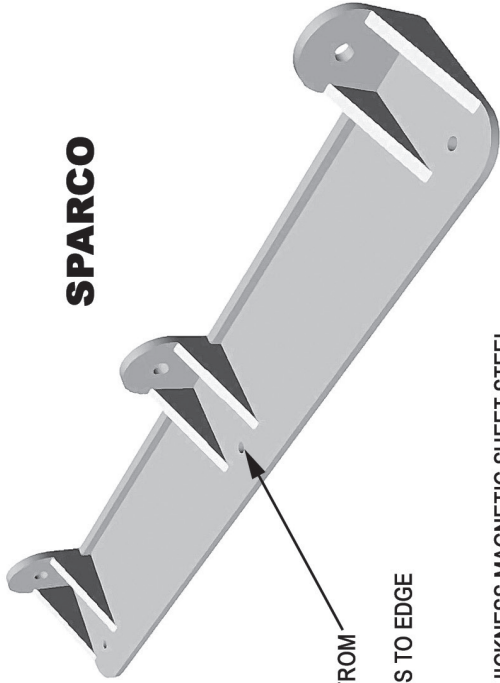
DIAGRAM #4B UPPER SEAT BACK MOUNTING BRACKET

FOR
COMPOSITE
SEATS

SABELT



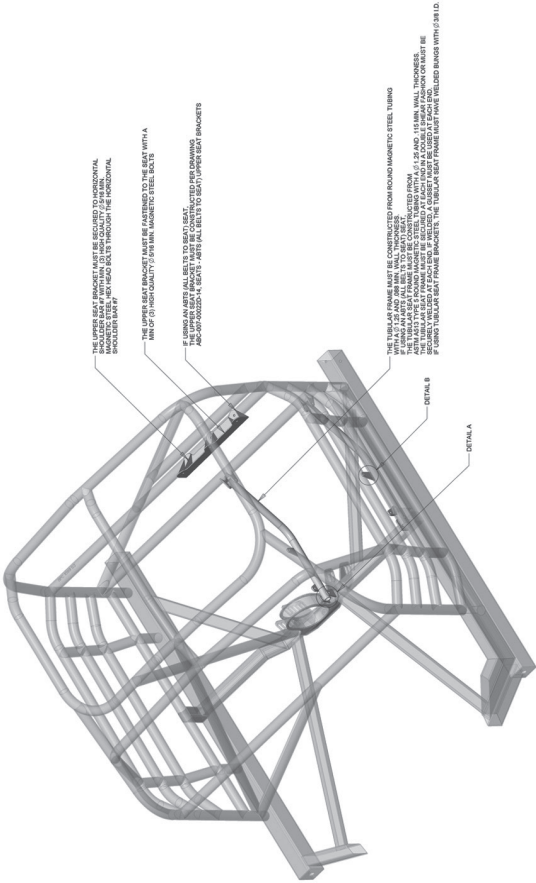
SPARCO



MIN 3/4 FROM
CENTER
OF HOLES TO EDGE

NOTES: ALL MATERIAL MUST BE MIN 3/16 THICKNESS MAGNETIC SHEET STEEL.
UNLESS OTHERWISE SPECIFIED, ALL UNITS ARE INCHES.

DIAGRAM #4C (ABTS) ALL BELTS TO SEAT MOUNTING



NO VIEW
SEATS - INSULATION

DIAGRAM #4D (ABTS) ALL BELTS TO SEAT MOUNTING

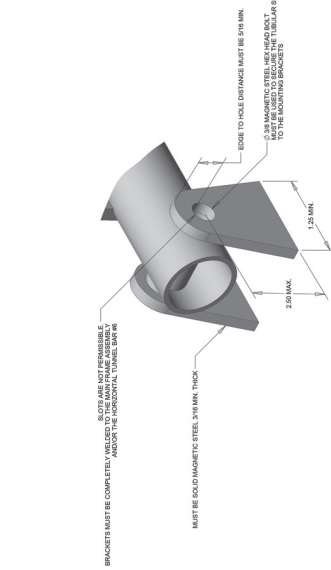
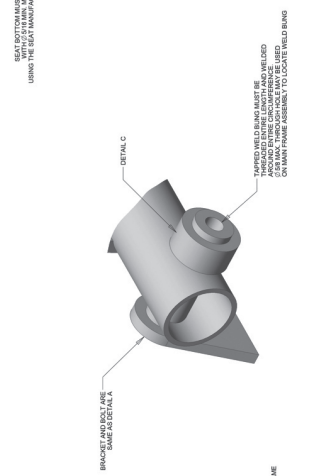
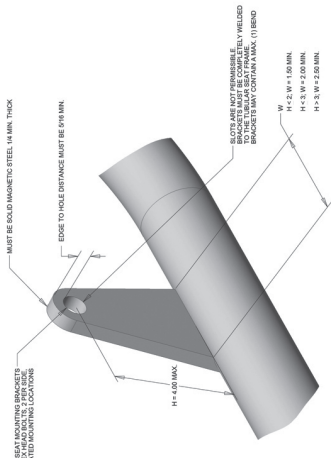
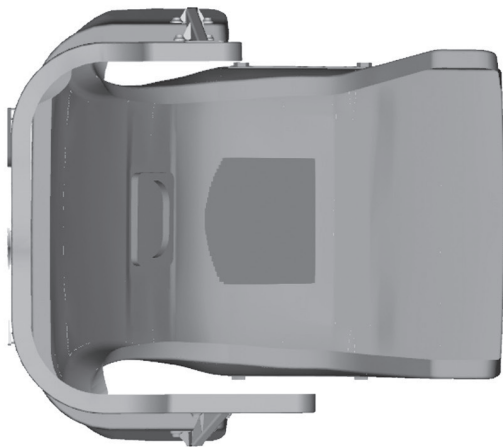
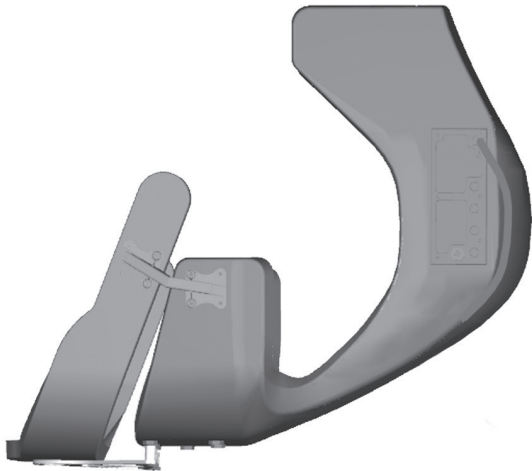


DIAGRAM 5 - SEAT PADDING

TOP VIEW



SIDE VIEW



FRONT VIEW

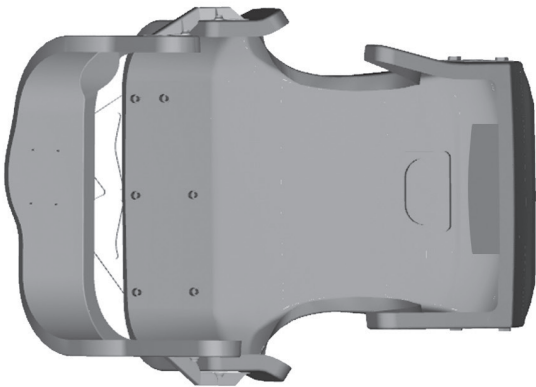
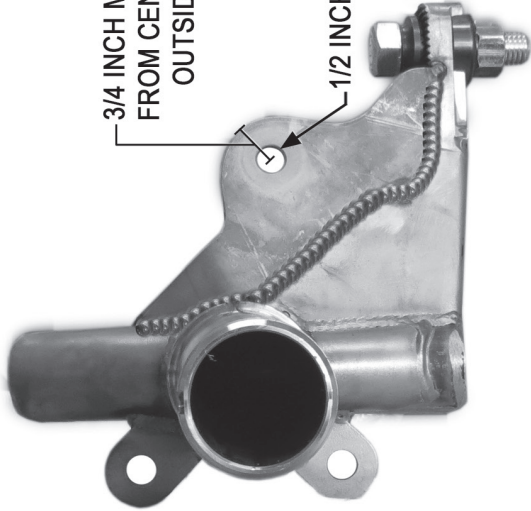
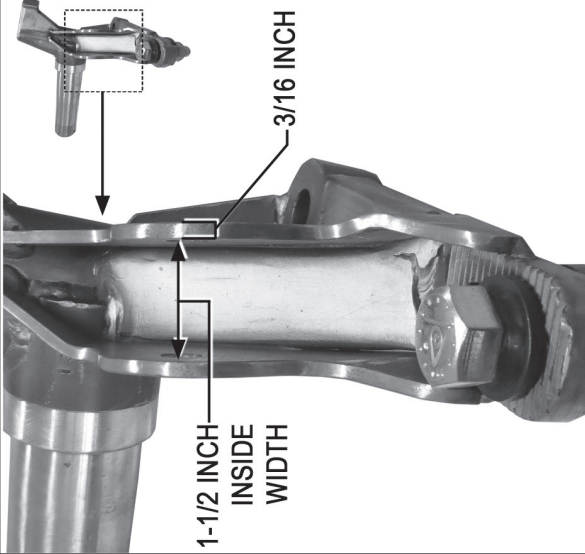


DIAGRAM #6 MODIFIED SPINDLE TETHER MOUNTING BRACKETS



3/4 INCH MINIMUM
FROM CENTER TO
OUTSIDE EDGE

1/2 INCH MINIMUM
DIAMETER



1-1/2 INCH
INSIDE
WIDTH

3/16 INCH



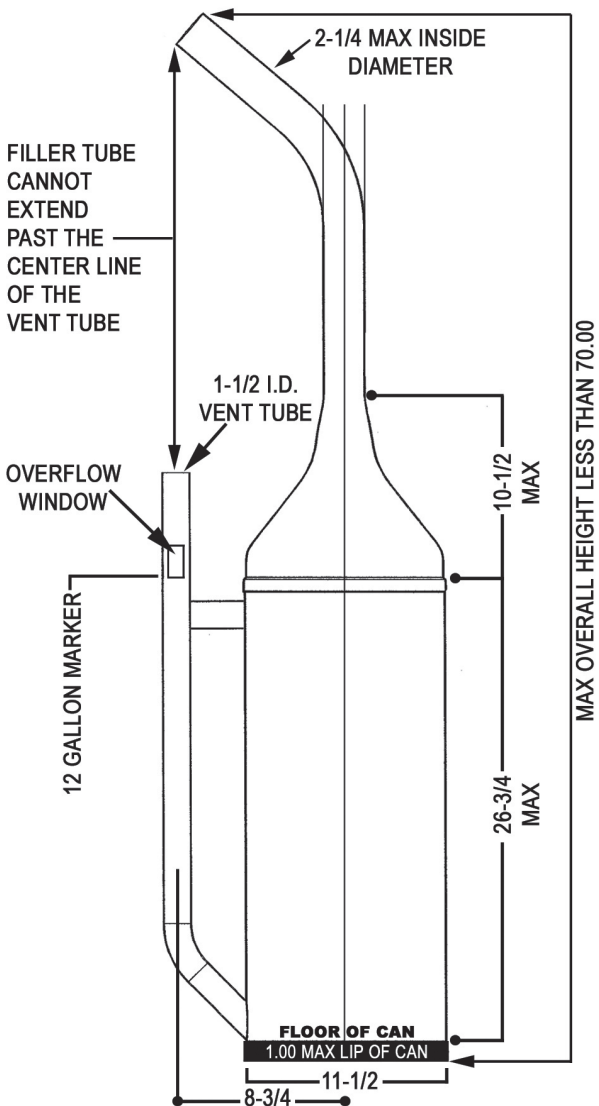
APPROVED REFUELING CAN

**APPROVED
MAXIMUM CAPACITY
12 GALLONS**



**MATERIAL:
MIN 0.050 THICK ALUMINUM**

NOTES: UNLESS OTHERWISE SPECIFIED,
ALL UNITS ARE INCHES.



VEHICLE REQUIREMENTS INDEX

This is an alphabetical order subject index. To use this index, prefix the reference subsection number for given subject with the appropriate section number given below to obtain the complete subsection number. For example, to look up "Carburetor Air Cleaner" for the NASCAR Whelen Modified Tour, simply add number "20D to the referenced subsection number"-5.12.1" to obtain complete subsection number 20D-5.12.1.

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