



Northern Outlaw Sprint Association

NOSA

Rule Book

Last Updated: April 22, 2023

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Only an authorized NOSA Board Member can update rules set here within.

New or updated rules are highlighted in yellow.

General Rules:

NOSA reserves the right to add to, delete, supersede, or modify any rules, exhibits or drawings deemed necessary for the betterment and/or safety of racing. All amendments are effective immediately regardless of when a person subject to the rules receives actual notice.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or officials. The competition director shall be empowered to impose any further restrictions that in his/her opinion, do not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT THEREFROM. Any interpretation of, or deviation from these rules is left to the discretion of the officials. THE NOSA OFFICIALS DECISION IS FINAL.

Spirit of the Rule:

Although every effort has been directed towards complete, understandable, and correct rules, NOSA can't possibly anticipate every situation, circumstance, or interpretation. With this in mind, we must refer to the SPIRIT OF THE RULE. Spirit of the Rule means very simply, the intent of every rule and classification. Additional adjustments, alterations, modifications, and/or replacements not covered by written rules should NOT be assumed to be legal under the SPIRIT OF THE RULE. SPIRIT OF THE RULE will be the final criteria by which rules will be interpreted and enforced.

NOSA Officials retain the right to up to a 14 day time period to discuss any penalty, rules violation, rules interpretation, or any other matter that an official deems necessary to discuss, prior to making a decision of action.

Use of Recreational Vehicles:

The following rule is applied towards All-terrain-vehicles (ATV), Utility Vehicles (UV), Motorcycles or any other vehicle described as a "recreational vehicle: a) Track rules will determine if ATV use is permissible. If prohibited, it shall be impermissible for any race car driver, team member or any other individual associated with NOSA or any race team competing in a NOSA sponsored or sanctioned event to operate or ride upon any All-terrain-vehicles(ATV), Utility Vehicles (UV), Motorcycles or any other vehicle described as a "recreational vehicle" unless such use is for official race-related activity only. B) Any person who violates this rule shall be subject to a fine of fifty dollars (\$50.00).

Engine:

410 cubic inch maximum. No double overhead cam engines. No super or turbo chargers. One spark plug per cylinder, two valves per cylinder. No titanium cranks, rods, or rod caps. Oil pan inspection plug suggested as pans without plug may be subject to removal. Engine must be mounted inline, no offsetting permitted. Anything out of the ordinary must be submitted in advance for approval. An engine pumping over 410 will be declared illegal. At that point you would be given opportunity to pull head for measurement to prove otherwise. Fuel injection required, with a maximum of 3" inside bore diameter measured on the fuel injection body at the butterfly. Butterfly and shaft models only allowed.

NOTE, an engine may be pumped, and/or inspected, at any time per NOSA official's discretion. If an engine is deemed to be illegal, the car will be disqualified with forfeiture of points or money earned. Suspension may be considered.

Fuel:

Methanol (or Ethanol) based fuel only. No performance enhancing additives allowed. Fuel can be checked at any time. NOSA reserves the right to send samples out for more comprehensive testing if deemed necessary. If illegal, penalty will result in disqualification and forfeiture of points and money earned.

Cars:

Must resemble a traditional sprint car design. Anything different (including hoods, body panels, bumpers, nerfs, etc.) must meet pre-approval from NOSA officials prior to competition, or risk disqualification. Any car deemed unsafe by NOSA officials will be denied competition at any time, including attempting to re-enter the track from the work area.

Chassis:

Roll cage must be of 4 post design. Wheel base no less than 83" and no more than 90". No elliptical tubing used on or as part of main structure. The following measurements are minimum suggested material: 4130 normalized.

Top Rails: 1 ½ x .095, Bottom Rails: 1 3/8 x .095 or 1 ½ x .083, Roll Cage Uprights: 1 3/8 x .083, Roll Cage Top Cross Member: 1 ½ x .095, Upper Rails: 1 3/8 x .083, Rear End Safety Bar (mandatory): 1 x .083 or 1 ¼ x .065, Brace: 1 ¼ x .065 **NO additional anti roll/weight transfer bars on the race car.** Chassis: See diagram regarding 2019 roll cage support bar options.

Roll cage support bars:

Support Bar Diagrams:

1. Support bar may be designed similar to what was known as a "safety bar". It must be attached to the top rail at a point 15" to 20" from the rear of the front upright. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite of the rear brace/shock mount bar. The curve must be between 4" and 7" measured from outside of the rear upright tube to the outside of the support bar. See Diagram 1
2. Existing chassis with a left side support bar installed (formerly called safety bar) that do not meet the option one specification above, may add a gusset that attaches to the top rail 15" to 20" from the rear of the front upright and angle to the support bar. The existing support bar tubing must meet the minimum as described above (1.375 X .083 ASTM4130 normalized steel or equivalent material). See Diagram 2
3. A support bar may be added to the top rail at a point 15" to 20" from the rear of the front upright and to the rear upright near a point of the rear brace / shock mount bar but no higher than 7" above the hip rail. This bar may have a slight curve near the rear upright to accommodate elbow room and ease of fitment. See diagram 3

Diagram 1

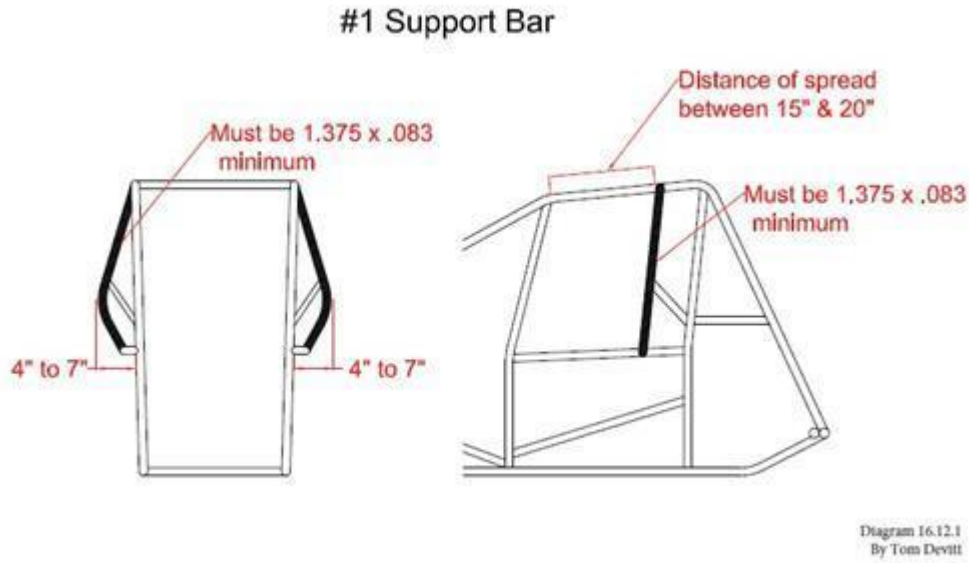


Diagram 2

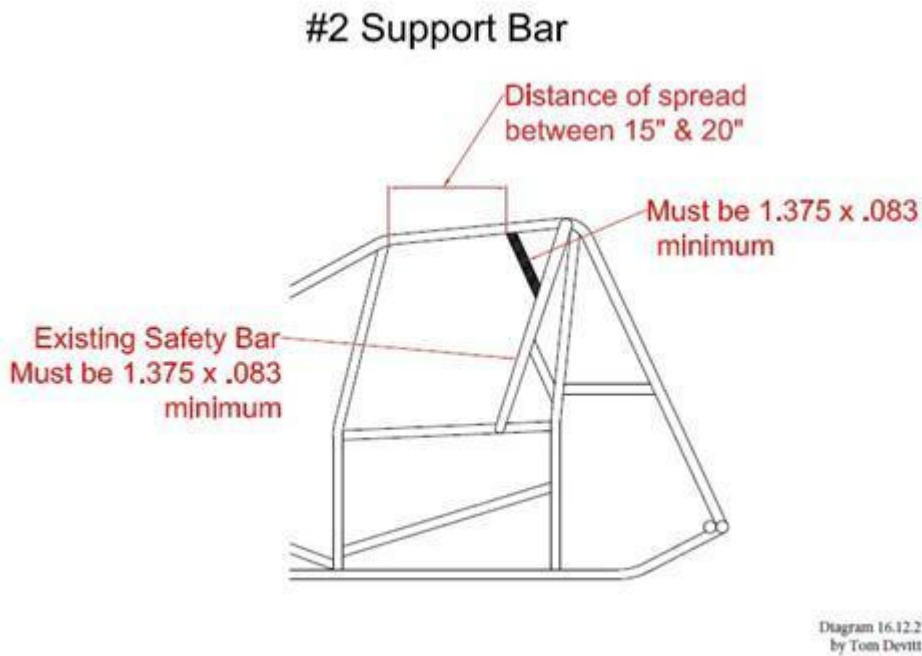
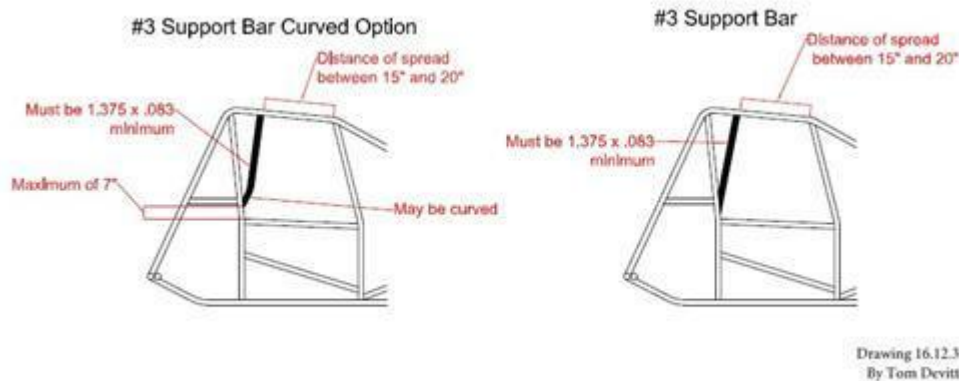


Diagram 3



Drag Links and Tie Rods:

Drag Links must be made of 4130 steel, a minimum of (1) inch diameter. Only magnetic steel Tie Rods are permitted. (No Aluminum Tie Rods or Drag Links) Drag Links must be tethered to the frame with a minimum of (1) inch nylon webbing. Only magnetic steel Rod Ends/Heim Joints are permitted for Tie Rods and Drag Links.

Radius Rods & Torsion Arms:

Radius Rods can be made of steel or aluminum. Aluminum Rod Ends/Heim Joints are allowed for Radius Rods Only! Rear Torsion Arms can be made with aluminum or Chromoly Steel and must be equipped with Chromoly/Steel Heim Joints (No Aluminum)!

Drive Line:

All cars must have a driveline strap and/or a driveline hoop restraint constructed of magnetic steel either welded and/or bolted to the chassis. The rear cross member must be used for mounting the hoop.

Wings:

Top Wing: (see Illustration)

Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.

Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.

No wicker bills or Gurney lips permitted on Dished Top Wings. Flat Top Wings will be allowed up to a 2" inch wicker bill.

Other than the slider mechanism, no moving parts allowed on or in foil structure.

The 12-inch section located at the rear of the Center Foil must not have the belly/curl arc out of proportion with the rest of the Center Foil. The belly/curl arc must span the entire length of the Center Foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than $\frac{1}{2}$ inch. There is zero tolerance on this $\frac{1}{2}$ inch depth. It is suggested that the wing blue print specify 15/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the $\frac{1}{2}$ inch specification. (This $\frac{1}{2}$ inch measurement ensures that the belly/curl arc is gradual.)

The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2 $\frac{1}{2}$ inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side

must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires. Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil exceed 3 inches in height. The top wing can be cockpit/driver adjustable in the forward and backward directions only.

Front Wing: (see Illustration)

Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.

Center Foil shall be fully sheathed in aluminum. No vent holes allowed.

Wicker bills up to 2"-inch are allowed on nose wing, flat or dished.

Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.

The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper.

Center Foil top surface from side to side must remain flat.

Center Foil must be one piece. No split or bi-wings will be allowed.

Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.

The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.

No moving parts allowed on or in foil structure.

The 5" section located at the rear of the front foil must not have a bell/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 ½ inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blue print specify 11/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8-inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).

The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches.

No rudders or fins on Front Wings.

Side Board Panels:

All side board panels must be within an eight-degree plus or minus tolerance and be square to center foil.

Side panels may not be supported by braces whose section is not horizontal. All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1 inch in width may be used.

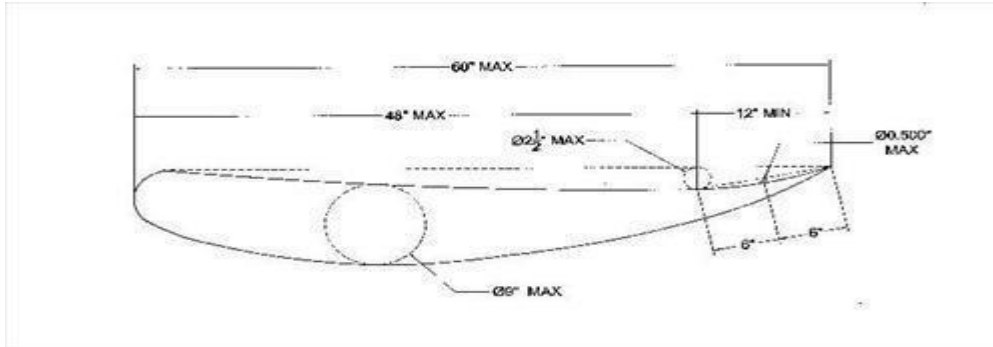
No aero section side panel brace material allowed.

No brace or support shall resemble a wicker bill or a split wing.

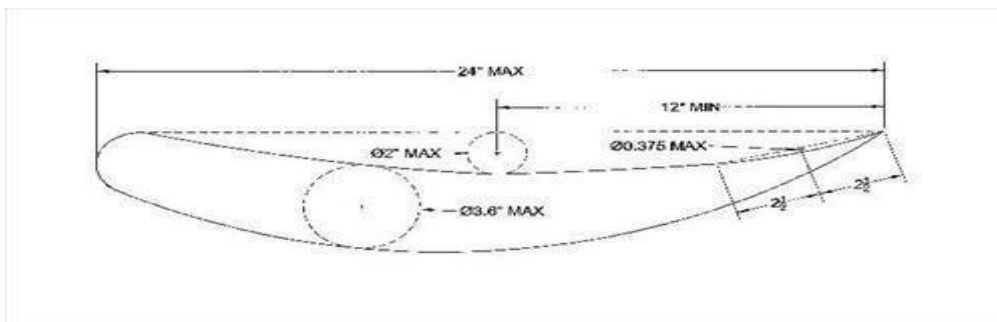
Top Wing sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one- piece construction. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel and no more than 1 1/4 inches on the top or bottom.

Front Wing side boards maximum size, 12 inches tall and 26 inches long with no more than one- inch overhang from the center foil front edge to the side board front edge. Sideboards may have front, back, top and bottom turnouts of no more than 1/2 inch.

Top Wing Diagram/Specifications



Nose Wing Diagram/Specification



Fuel Cell:

Fuel Bladders are mandatory. No carbon fiber or composite material shells allowed.

Brakes:

There must be at least two working brakes.

Exhaust System:

It is mandatory for the exhaust system to be equipped with a noise suppressor of some type so as not to exceed a decibel level of 100 decibels at 100 feet for tracks that require mufflers.

However, where local track restrictions or governmental ordinances require a lower decibel level, then it is mandatory for the exhaust system to be equipped with a muffler as not to exceed that lower decibel level. In all cases, the decibel level should be measured at racing speed or RPM and shall not be exceeded anywhere around the track. No modifications or altering of factory mufflers. NO cutting mufflers in half and mounting half on each side. Suggested mufflers to use: Shoenfeld, Super Trapp 5A Shorty, Flowmaster, Howe, and Lobaks.

Additional Provisions:

A kill switch is required and must be within easy reach of the driver with the shoulder harness and lap belt fully cinched. This kill switch must be clearly marked "off" and "on". No mirrors or 2 way radio communication of any kind are allowed. All cars MUST be equipped with a quick disconnect steering wheel.

Transponders/Raceivers:

Mandatory! All cars will be equipped with Transponders and Raceivers! Drivers will keep the receivers in good working order! Failure to respond to a request on the Raceceiver may result in disqualification.

Minimum Weight:

After the conclusion of the race, the driver and car must weigh a minimum of 1425 pounds. Cars not making weight will be penalized to last in that event.

Failure to weigh in upon completion of an event, or proceeding to one's pit stall prior to weighing in, will result in disqualification from the race with last place points awarded. It is permissible for a car to scale after going to victory lane if directed by a track official.

Tire Rules:

Right rear Hoosier 105/16" Medium compound tire.

Left rear Hoosier H12 or H15.

Front Tire Hoosier 85/8" D12, D15, D20

Tire Soaking/Doping/illegal tires:

Tire Soaking/Doping is strictly prohibited! Randomly during post feature car inspection, one predetermined finishing order car in the top 3 will have 2 samples taken with a tire groover of the right and/or left rear tire. Both samples will individually be placed into evidence bags, sealed, dated and signed by both car driver and NOSA official. One sample will be sent to a NOSA contractor for testing, the second will be kept on file with NOSA. If the sample comes back good, NOSA will incur the testing charges. If the sample comes back chemically altered and found illegal, the following penalties will be enforced;

Penalty Phase:

- 1st offense is a 30-day suspension from all NOSA events, a \$2000.00 fine, and loss of all accumulated season points to date.
- 2nd offense is a 1-year suspension from date of infraction, a \$2000.00 fine, and loss of all season points.
- Refusal of taking tire sample for inspection constitutes admission of guilt and all penalties listed will be enforced.

Durometer Testing

Periodic durometer testing on cars in staging for heat or feature will be performed on both Rear tires. Tires found extremely out of range will be subject to sample testing with all penalties enforced. Durometer readings at room temperature (68 deg.) are 48 for Medium Compound, 35 for H12.

Illegal Tire Penalty:

Any car/driver lined up in staging for heats/feature or at the finish of either race is found with another compound of RR or LR other than the listed ones above will be automatically disqualified from the entire event. No points or pay for the event. A 2nd infraction will be suspension for the remainder of the year for all NOSA sanctioned events.

Traction Control:

Traction Control Devices (TCD) are strictly prohibited! All NOSA Members with MSD Points Boxes will have the REV Module port on the box covered with a NOSA Inspection decal that is signed and dated. If the racer uses a REV module chip it will be covered on the box. If the REV module needs to be replaced, get in touch with a NOSA inspector and it will be resealed before any race. Also, if the racer has spare boxes, they can be tech sealed to save time if a box needs replacement. The seal/decal cannot be removed without notifying a NOSA official first. Only 2 wire harnesses are allowed to exit the box, i.e.; Ignition switch/tachometer, Magneto connection, and 1 ground wire. Randomly at any given race night's post feature car impound inspection, one predetermined finishing order car in the top 3 may have their MSD box confiscated by NOSA and sent in to a NOSA contracted magneto service for TCD

inspection. NOSA will provide the racer with an interim loaner box until the driver's box comes back. MSD boxes will be returned fully functional at NOSA expense. If the box is found altered for a TCD, the device will be destroyed, then the following penalties will be enforced;

Penalty Phase:

- 1st offense is a 30-day suspension from all NOSA events, a \$2000.00 fine, and loss of all accumulated season points to date.
- 2nd offense is a 1-year suspension from date of infraction, a \$2000.00 fine, and loss of all season points.
- MSD Boxes will be returned when fine is paid to NOSA.
- Refusal of turning MSD box over for inspection constitutes admission of guilt and all penalties listed will be enforced.
- An inspection seal removed from an MSD box on the REV module chip port without knowledge of a NOSA official will be admission of guilt of using an external TCD. The same penalties will be enforced.

Electronics, Gauges and Dashes:

1. 2-way communication devices in or attached to the race vehicle or on the driver's person will not be permitted.
2. Cellular, satellite and/or Wi-Fi devices in or attached to the race vehicle or the driver's person will not be permitted (including cell phones or smart watches).
3. Antennas will not be permitted in or attached to the race vehicle or carried by the driver.
4. All forms of a vehicle position system (GPS) will not be permitted.
5. Only approved lap timing and or lap time recording devices (transponders) will be permitted.
6. Gauges to monitor engine conditions are permitted at the discretion of NOSA officials.
7. All Electric gages whether analog or digital, except tachometers, will only be permitted to have one (1) input from the respective gauge sensor. Outputs from the gauges will not be permitted. Tachometers will be permitted to record engine RPM for recall.
8. Electronic Dash Modules will not be allowed in NOSA. All additional wiring harnesses related to electronic dash modules or any other type of data acquisition must be completely removed from the race vehicle during an event.

Safety Provisions:

Axle Tethers:

Front axle tether systems are mandatory. Tether mounting must meet the SFI 55.1 specifications, which includes two Vectran HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must also include a "kingpin to kingpin" tether that will attach to the axle clamp or pass through the loop of the wrap style axle tethers. No "bolt to bolt" radius rod axle tethers will be allowed. All axle tether systems must clamp to or wrap around the axle per the manufacturer's instructions.

Torsion Bars:

Torsion stop and arm retainers are required on both front bars.

Seats: FIA and/or SFI rating STRONGLY RECOMMENDED. Seat mounting is to be done per manufacturer's recommendations. All seats are STRONGLY SUGGESTED to meet SFI 39.2 specifications. The driver's left side headrest must extend at least 4" forward from the back of the headrest (where the helmet contacts the back of the headrest). All areas surrounding the head should have padding. An approved driver's cockpit net is STRONGLY RECOMMENDED for the left side if the helmet headrest / helmet surround is less than 7" forward from the back of the seat. The net should be a minimum of 3

ribbons and meet SFI 37.1 specifications, installed per the manufacturer's specifications. A rear cross member or rear end bar should be mounted below the lowest part of the seat.

Driving Suit:

The driver's suit should be constructed of multi-layered fire-retardant material of SFI rating 3.2A/5 or above. Fire retardant shoes and gloves are mandatory. All items must be in good repair. Nomex (or equivalent) underwear, socks, head sock and/or head skirt are also STRONGLY RECOMMENDED.

Helmets:

All drivers ARE REQUIRED to wear a full face helmet with a minimum safety rating of FIA 8860-2010, Snell SA 2010, Snell SA 2015, Snell SAH 2010 and/or valid SFI 31,1/2005/2010 label.

Head and Neck Restraint System:

Mandatory. Devices should meet SFI specs and be installed per manufacturer's instructions.

Seat Belt/Arm Restraint System:

Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system and be within the 2-year expiration date from the manufacturer. (If you have a new set that is unused and approaching expiration, you can have it recertified by the manufacturer). Arm restraints are not mandatory but highly recommended and must be connected and used as instructed by the manufacturer.

Rock screens:

Strongly recommended and encouraged.

FIRE SUPPRESSION: Systems are HIGHLY / STRONGLY recommended now and will be mandatory soon. They must be installed securely and meet or exceed SFI 17.3 specs. Approved manufactures are; Lifeline 360, Safety Systems / Firebottle, Spa Technique, and Safecraft.

Driver's opting to not race with a Fire Suppression System will be required to sign a waiver holding NOSA and NOSA officials harmless in the event of any incident.

Technical Inspections:

Random Tech Inspections of 2 cars per event will be conducted for safety purposes. If found with Illegal/Unsafe equipment, you will be required to remedy the situation before being allowed to compete in the event.

Driver/Participant Conduct:

Driver Dues: Yearly dues are \$100.00 per driver due on opening night or first show the driver races with NOSA. Payment can be split up over 4 races/events at \$25.00 each.

Associate Members: Associate member dues are \$25.00 each.

Driver Qualification:

Minimum age is 16, an exception can be made for a driver at age 14, provided a resume being submitted by parent or guardian to NOSA Board of Directors depicting the driver's prior racing experience. NOSA Board of Directors will review and determine if applicant is approved and qualified to race a NOSA event.

Rookies:

First year drivers will start their first 5 heat races at the rear of the field (for safety purposes). They will be assigned to a heat race from the individual creating the heat race line ups. Rookies will accumulate passing points from the rear of the field to determine their feature lineup position.

Rookie of the year qualifications are for any driver that had not raced more than 5 NOSA sanctioned events in a previous year. Rookie of the Year will be determined by total points accumulated against all other rookies for the current season.

Driver Responsibility:

The driver shall be the sole spokesperson for his/her car owner and pit crew in any and all matters and must talk with the track or NOSA official regarding their conduct or behavior. The driver is responsible for the actions of his pit crew in all respects. The area around a driver's car shall be considered off limits to any other driver or crew member, whether it be on or off the track. Anyone entering another driver's car space or pit stall will automatically assume guilt if a disturbance occurs in that area. The person entering the driver's car area or pit stall will be subject to a penalty should the driver or NOSA official choose to pursue it. This includes drivers going over to cars on the race track in a fit of anger.

Public Media/Social Media

Drivers who make public comments that constitute personal attacks against tracks or NOSA officials will not be tolerated. The first violation will result in a \$500 fine. Subsequent fines per year will increase by \$500.

Entering the Track

Crew members, family members, or other team members are not allowed on the track/racing surface/leaving the pits during any race. An exception will be made if a track or NOSA official explicitly gives permission (i.e push vehicle use). A violation will result in being scored last for that race and receiving last place pay (i.e. 2 pit crew members from 2 different teams enter the track in a 17 car field, both drivers will be scored 16th place for that event). Any crew member or driver (outside the car) causing a disturbance on the track will be disqualified.

Fighting or Disturbances:

Any driver, owner, or crew member directly involved with any fighting or misconduct at any event, on the race track, in the pits, or on the track premises, may be fined up to \$500.00, may be suspended from all events from date of infraction of duration up to the Board's discretion, and may forfeit all points to date of infraction and all prize money earned for the event. If a fine is imposed, it must be paid prior to next NOSA event.

Assault/Abuse of Officials:

No driver or crew member shall subject any track official, track employee, or sponsor to any abusive or improper language at any time. Any driver who gets out of his/her car, makes contact with a NOSA official, assaults, or threatens any track/NOSA official or track employee will be suspended from all events from date of infraction of duration up to the Board's discretion, will be fined \$500.00, and shall forfeit all points and all prize money for the event. Prize money goes to NOSA.

Repeat Offenses:

If a second suspension is required in the same season, that team will be suspended for the remainder of the season.

NOSA Drug and Alcohol Policy:

NOSA is dedicated and committed to making its racing series safe for both competitors and spectators. NOSA understands that misuse and abuse of alcohol and drugs, both legal and illegal, is a serious threat to the safety and security of motorsports, and by way of this policy, it seeks to control and eliminate such misuse and abuse at or in connection with its events. NOSA requires the cooperation and assistance of all of its competitors and associated team members by implementing the “NOSA Substance Abuse Policy” (hereinafter “Policy”). All members, drivers, mechanics, crew members, officials, workers, and others participating in NOSA events in any way (hereinafter collectively “Participants”) agree to be bound by, and to comply with, the Policy terms and conditions at all NOSA events at all times.

A. Prohibited Substances.

Pursuant to this Policy, prohibited substances include those substances that may adversely affect the safety and well-being of the Participants or the competition at a NOSA event. Such substances include, but are not limited to, illegal drugs and the paraphernalia associated with the use of illegal drugs. NOSA reserves the right to make a determination with regard to the prohibition of any substance at any time. Pursuant to this Policy, said discretion includes the ability of NOSA to make the determination after it receives the results of a drug test pursuant to this Policy. Participants shall not use, possess, purchase, sell, manufacture, or participate in the distribution of prohibited substances, in any amount and at any time.

B. Prescriptions and Over-the-Counter Medications.

Participants shall use prescription and over-the-counter medications responsibly, and Participants should be fully informed as to the medications’ potential impact and effect on participation at NOSA events. Participants should not use prescription or over-the-counter medications during NOSA event if such use impairs or diminishes their skills or abilities, or if it affects the Participants’ safety or the safety of others. Even when properly used, prescription and over-the-counter medications can be dangerous and result in an unsafe environment, particularly during high speed motorsports activities.

Misuse of a prescription or over-the-counter medication by Participants, including, without limitation, use that is inconsistent with the instructions provided by the manufacturer, pharmacist, and/or the prescribing physician, is strictly forbidden. NOSA reserves the right and ability to prohibit the use or misuse of any particular prescription or over-the-counter medication, and to deem such use or misuse detrimental to the safety of Participants, the sport, and/or others. Any medication that causes Participants to have a diminished or impaired ability to perform his or her duties at a NOSA event shall be deemed to be prohibited for the purpose of this Policy. The illegal acquisition and/or distribution of any prescription or over-the-counter medication is also strictly prohibited.

C. Alcohol.

On event days, Participants in NOSA events are strictly prohibited from consuming or being under the influence of alcohol prior to or during the event. Participants shall be deemed under the influence of alcohol if a test taken before, during, or immediately after participation (in any capacity) indicates a blood alcohol content level at or above 20 mg per 100ml (.02%). However, nothing in the terms and conditions of this Policy shall prevent NOSA from exercising its sole discretion to determine that a Participant evidencing alcohol usage in any amount (even with a blood alcohol content level of below 20mg per 100ml [.02%]) is under the influence and/or physically unfit for participating in the event. NOSA reserves the right and ability to take such action in the interest of safety and in the best interest of the sport.

No beer or alcoholic beverages will be allowed to be consumed in the pit area until the entire program for all divisions is completed. If a driver or pit crew member is caught drinking in the pit area before the entire program is completed, he/she shall be immediately ejected from the race track premises and shall be subject to a mandatory fine of not less than \$100.00 and not more than \$500.00.

TESTING BASED UPON REASONABLE SUSPICION.

NOSA can require a Participant to submit to a test or tests for the presence of alcohol, drugs, or medications if a NOSA or track official has reasonable suspicion that the Participant has violated any part of this Policy or has impaired or diminished abilities to perform as a result of using a prohibited substance. Pursuant to this Policy, testing may be performed using breath, urine, saliva, and/or blood. NOSA also reserves the right and ability to determine that Participants are under the influence of alcohol, drugs, or medications through the use of a drug/alcohol test checking physical impairments or diminished capacities. Circumstances and factors that may cause NOSA to have reasonable suspicion include, without limitation the following:

A. Illegal substances or illegal drug paraphernalia is observed in the possession of the Participant at any time;

B. The Participant is observed exhibiting one or more of the following symptoms or behaviors, which can potentially be associated with the use of alcohol, drugs, and/or medications:

- 1) Physical signs of red or droopy eyes, and/or dilated or constricted pupils;
- 2) Slurred speech, stumbling, or hyperactivity;
- 3) Needle marks present on the Participant's body;
- 4) Repeated unexplained disappearances from an event;
- 5) A constantly running or sniffing nose, or a nose that appears consistently red or irritated;
- 6) The inability to understand or track time, exhibited, for example, by the Participant being regularly tardy or absent from appointments or commitments;
- 7) Chronic forgetfulness or broken promise;
- 8) An abnormal number of accidents during events;
- 9) Involvement in conduct which violates NOSA safety procedures or involvement in careless acts during a NOSA event;
- 10) Inability to concentrate, lack of recollection, and/or lack of attention;
- 11) Mental confusion, paranoia, or the presence of abnormal or unreasonable thoughts and ideas;
- 12) Exhibitions of violent tendencies, loss of temper, irritability, or unreasonably aggressive behavior;
- 13) Statements by a Participant that may indicate that he or she uses prohibited substances;
- 14) Extreme personality changes and/or mood swings;
- 15) Noticeably declining personal hygiene and appearance;
- 16) A pattern of abnormal conduct;
- 17) Violation of NOSA rules or a failure to follow safe practices; and
- 18) Evidence of attempts to falsify, alter or modify prior alcohol or drugs tests.

C. The Participant is charged with, suspected of, or arrested or convicted for driving while under the influence of alcohol, drugs, medications, or other prohibited substances;

D. The Participant is charged with, suspected of, or arrested or convicted for any type of drug related offense;

E. NOSA receives information from a reliable source that the Participant is under the influence of alcohol, drugs, medications, or other prohibited substances on the day of a NOSA event, or that the Participant is using, possessing, distributing, or selling illegal drugs or other prohibited substances at any time.

F. The smell of alcohol or other prohibited substance is evident on the person of any Participant on the day of any NOSA event.

G. The results of an examination or test administered by, or at the request of NOSA, indicates evidence that the Participant is or was using a prohibited or illegal substance, or the Participant is abusing alcohol;

H. The Participant attempts to alter or manipulate a specimen used in connection with testing under this Policy, or the Participant attempts to alter or manipulate the results of any such testing or examination.

AUTHORIZATION FOR TESTING

By participating in a NOSA sanctioned event, participants have automatically agreed to compliance with this procedure and authorize NOSA to administer testing if necessary.

COLLECTION PROCEDURES AND TESTING PROTOCOLS.

A NOSA official will hold the responsibility to carry out the following notification procedures with due care and diligence:

- 1) A selected Participant shall be notified verbally by a NOSA official and provided with a follow up request in writing of their requirement to provide a specimen sample for testing.
- 2) The selected Participant shall proceed directly to the testing site. If a participant is unable to proceed directly to a testing site due to time of day/operating hours of the testing facility, the NOSA official will determine if a test shall be administered at the next available time.
- 3) The selected participant is responsible to comply with all testing procedures provided by the testing facility/company. The Laboratory shall determine the appropriate standards and methods of analysis regarding specimens submitted concerning NOSA Participants. The Laboratory shall also determine if, and to what extent, a specimen is deemed to be a true positive for a prohibited substance and/or alcohol, along with whether or not the specimen has been altered or manipulated. The Laboratory shall transmit all testing results to NOSA to determine appropriate course of action going forward.

DISCIPLINE.

A. Positive Tests.

Any tests conducted under the Policy will be considered "positive" under the following circumstances:

- 1) If any prohibited substance is detected in the specimen provided by the Participant.
- 2) A Participant fails or refuses to take a test pursuant to Section IV or otherwise engages in activity that prevents the collection of a specimen under the Policy.
- 3) A Participant attempts to substitute, dilute, mask or alter a specimen, attempts to impair the excretion of a prohibited substance in a specimen, or attempts to tamper with a test in any way (including, but not limited to, catheterization, specimen substitution and/or adulteration).
- 4) Specific Prohibition, Violations and Penalties Any person who is:

Suspension from competition and eviction from all NOSA events and denial of further entry to events for a period to be determined by NOSA officials.

Any participant who is formally charged by a court of law with an illegal drug violation, regardless of the level of offense, upon NOSA being so advised, shall be suspended from all forms of participation of events until such time as the charges are fully adjudicated through the legal process.

Any participant convicted of an illegal drug violation, regardless of the level of offense by a court of law shall be prohibited from taking part in any event for a minimum period of 1 year from the date of positive test result or the date of conviction.

In addition, during any suspension imposed above, all points and point fund money, including all contingency awards shall be forfeited

Duration of Penalties: All penalties will cover through the entire race season and cover all events.

Probation: All fines and suspensions will automatically carry a one year from date of infraction probationary period.

Appeal and Hearing: Any participant suspended for violation of these rules will be granted an appeal hearing by a board of officials designated by NOSA provided the suspended participant requests such a hearing, in writing within 14 calendar days of the date of suspension. It is the responsibility of the suspended participant to make such a request for a hearing.

Reinstatement: A participant suspended for violation of these rules, except in the case of persons charged with selling drugs may as the result of a decision reached through the appeal and hearing process, be reinstated if: In the case of drug use, it is mutually agreed that the participant, at his/her own expense will produce documentation from a physician licensed with the state, certifying that he/she is drug independent, as a result of random and periodic examinations and urinalysis testing, at the request of NOSA. In the case of drug possession, that the participant produces evidence, satisfactory to the hearing panel that he/she was not in possession of illegal drugs.

Prescribed Drugs:

If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief pit steward or racing director prior to the participant's entry. Failure to so notify will subject the participant to penalties as prescribed above.

General Prohibition:

Possession or use of illegal drugs or drug substances, as defined above is prohibited in any form, by any participant, either on the Speedway grounds, or in any area considered to be used in the operation of the Speedway, such as parking lots or leased properties. NOSA will have the right to administer random drug/alcohol testing as described above.

Participant Definition:

A participant is any person taking part in any event at a track in any form, including but not limited to drivers, car owners, mechanics, crew members, sponsors, track officials or pit area observers. All such persons shall be considered public figures who have by their own choice become involved in auto racing events with NOSA, with the full understanding that he/she must abide by the rules and regulations established and published or announced by NOSA. All participants are considered to be responsible for their personal conduct.

Race Format:**Registration/Draw Cut Off:**

All teams are responsible for drawing for their time trial position and for knowing when the draw cutoff is scheduled. Draw cut off is determined by each individual track. Teams may have someone draw on their behalf if the team is going to be arriving late. Any team missing the draw will be placed at the end of the qualifying order and will only receive one lap to qualify with a time no better than one spot out of a heat race inversion. They will be placed into the corresponding heat race that would be the next race to have a car added to it in the chronological order.

Drivers' Meeting:

All drivers must attend the drivers' meeting. The number of heat races, race cars starting and transferring from each event and the number of laps will be announced at the drivers' meeting. Any changes in the event program due to car count, track conditions, and/or other circumstances will be communicated at the drivers' meeting. All racing programs are subject to change. Any changes will be explained at the drivers' meeting.

There may be special event shows during the year that don't follow the standard NOSA format. When such events occur, all teams will be informed of the specific program changes for that event.

Hot Laps:

If wheel packing is necessary, wheel packing/hot lap participation is required to retain time trial position. If a car and driver do not participate, they will be placed at the end of the qualifying order and will only receive one lap to qualify with a time no better than one spot out of a heat race inversion. Drivers must hot lap in their listed group (based on their qualifying draw) unless having trouble that is reported to a NOSA official. Drivers not ready to hot lap with their group will forfeit their opportunity to hot lap.

The scoring transponder should be mounted on the car prior to hot laps to enable each team to ensure their transponder is working prior to qualifying.

Time Trials/Qualifying:

Qualifying will consist of two consecutive timed laps unless otherwise noted. Changes to the two lap qualifying procedure will be at the discretion of series officials. Drivers will qualify in the order of their draw. Each car will have a two-car grace period to be in line for their qualifying attempt. If the grace period is missed, the late car will qualify at the end of overall qualifying and receive only one qualifying lap. The best a late car can qualify is the first car outside the invert no matter what the actual qualifying time of record that is posted. Once a car is pushed for time trials, even if it doesn't start, that is considered an attempt to qualify. If a car leaves the track and goes to the pit area or returns to the qualifying line, it will be considered late and will only receive one qualifying lap as outlined above. Any

car that receives a penalty of receiving only one lap at the end of qualifying will only become eligible for the feature redraw if that car finishes in a redraw qualifying position in its respective heat race. Such car will not become redraw eligible based on qualifying time (i.e. first in overall qualifying). In the event of two or more cars posting the same qualifying times, the tie breaker will be the fastest other lap time of the two consecutive recorded laps. If this does not break the tie, the tie will be broken by the qualifying draw. In the event that one lap qualifying is utilized, the qualifying draw will be the tiebreaker.

If time trials are interrupted by weather or an electronic timing issue for an extended time delay, all cars will need to re-qualify once the weather allows or the electronic issue has been fixed.

If a car's transponder is not working for qualifying (driver fault), the driver will be scored last and will start last in their heat race. Any car that is unable to post a time during qualifying will start last in their heat race. Any such car may become redraw eligible if that car finishes in a redraw qualifying position in its respective heat race.

All cars must report directly to the scale location after completing their time trial lap(s) and meet the minimum required weight with the driver in the car.

Any car that fails post qualifying inspection (i.e. fails to report directly to the scales, too light at scales, illegal tire, wings, wheels etc.) will lose its qualifying time of record, but will be lined up as the last car in their respective heat race. Any car that fails post qualifying inspection cannot become redraw eligible regardless of their heat race finish.

Heat Races:

The car count at the close of the draw will determine the number of heat races will be run. Heat races will be either 8 or 10 laps dependent on the track. Number of laps will be communicated to teams in advance of the heat. Under 18 cars will allow for 2 heats, 18 - 27 cars will allow for 3 heats, 28 or more cars will allow for 4 heats. The NOSA Competition Director or NOSA official will be responsible for the final decision regarding the number of heat races to be run.

Heat races will invert the top 4 from time trials with the remainder of the field starting straight up by times.

- 2 Heat format – Top three finishers in each heat and the top two cars in time trials that did not finish in the top three in their heat qualify for the feature redraw. All cars transfer to A-Main.
- 3 Heat format – Top two finishers in each heat and the top two cars in time trials that did not finish in the top two in their heat qualify for the A-Main redraw. The top six finishers transfer to the A-Main.
- 4 Heat format – Heat race winners and the top four cars in time trials that did not win their heat qualify for the A-Main redraw. The top five finishers transfer to the A-Main.

Must finish the heat race and finish in a transfer position to be eligible for the redraw.

B-Main:

When the car count exceeds 24 cars, a B-Main will be run. Those cars not qualifying through their heats must qualify through the B-Main event. The B-Main will be 12 laps.

The top two qualifiers from time trials not transferring to the A-Main will start on the front row of the B-Main. The remaining non-transfer cars are lined up straight up by heat race finish. The transfer cars line up at the back of the A-Main in the order of finish. Only A-Main points will be awarded to cars that transfer from the B-Main.

A-Main:

The A-Main event will be 25 laps consisting of no more than 24 cars, unless otherwise determined by the competition director prior to the start of the heat races. The top 5 finishers scale/tech after the A-Main.

A-Main Line Up:

Positions 1-8 are determined by the A-Main redraw. Redraw order is by qualifying time, fastest to slowest. Non-Redraw cars that qualify for the A-main are lined up by heat race finish behind the Redraw cars (3rd place finishers by qualifying time, then 4th place finishers by qualifying time, then 5th place finishers by qualifying time, etc). The B-Main transfers follow by order of finish.

Race Procedures:

A race may be stopped at the discretion of the starter or officials at any time they consider it dangerous or unsafe to continue.

Push Starts:

All cars receive one push start, any additional pushes while on the racing surface result in starting at the rear of the field.

Starts:

Pole car sets the pace. The pace must be constant from turn 3. The leader will bring the field to a designated spot (cone, white line, etc.) exiting the fourth turn on the track at a moderate pace, side by side. The rest of the field must be nose to tail. When this spot is reached, the lead cars must accelerate. The remainder of the field may also accelerate at this time.

Jumping Starts:

If a car moves out of position or jumps, before the green flag is thrown, the race may be yellow flagged, and a false start declared, putting the driver and/or drivers involved back one entire row (1st to 3rd). If they do it again, then they will be put to the rear of the field. A driver jumping from the last row will be penalized two positions per car jumped at the next stoppage, or at the completion of the race, if no stoppage occurs. See single file restarts for more information.

Line Up:

If a car is unable to start the race, all cars behind that car's position will advance one position. Cars entering the track on the parade lap will start at the rear of the field, regardless of their qualifying position. If a car is a known scratch prior to the line up being communicated to drivers, the lineup will exclude that car and move every driver up one spot (i.e. 6th to 5th). If the lineup is not able to be communicated to the drivers timely, all cars behind the scratch car will move up a row. A car electing to start further back in their heat race will not receive passing points for starting further back (i.e. if they were supposed to start 2nd and elected to start last, they will only receive passing points from the number 2 spot). If the lineup can be adjusted prior to the race, drivers will be scored from their new starting position. If the lineup is not adjusted prior to the race, all other drivers will be scored from their original published starting position.

Heat Restart Rules:

When a race is stopped after the completion of at least one lap, cars will be lined up in the order in which they were running at the completion of the last full lap before being stopped. The cars causing the stoppage will start at the rear of the lap they were on. Any car that stops for ANY reason goes to the rear of the lap they were on - NO EXCEPTIONS! Clarification: If a car is unable to restart and must

exit the race, they will be scored in the order of their position at the time of the stoppage. The car causing the stoppage will be scored behind the other cars exiting the race.

As you approach the flag stand, the flagman will give the leader a one lap to go signal. The leader can pick up the throttle anywhere he chooses between the 3-4 apex (not in 3) and the initial start chalk line/cone near turn 4. The leader sets the line, and everyone needs to follow that line (within reason) approaching the cone. All cars will stay single file, nose to tail until they have passed the cone.

If a car passes to the left of the restart cone, hits the cone, passes another car before reaching the cone, is not in a proper nose-to-tail alignment and/or is guilty of an excessive gap between cars, then that car will be penalized two positions. Any car in the last 2 running positions of the restart that commits an offense will be allowed to restart but will be penalized 2 finishing positions. If there are multiple violations, the car may be disqualified from the event. At no time will the leader slow down prior to the cone, or he will be sent to the tail end.

Feature Restart Rules:

Double-File Restarts: Under yellow-flag conditions the field initially goes to a single-file grid. Once the running order has been established and the field is set, the race leader will choose either the inside or outside lane. The field will then be signaled to realign double-file. The lead car will choose either inside or outside. If the leader chooses outside, then all odd numbers (3rd, 5th, 7th etc.) line up to the outside and even numbers to the inside lane. If leader chooses inside lane then all even number positions go to outside lane. The grid must remain double-file and nose-to-tail until the race is started in the designated start area. If one of the front row leaders goes to the far top or bottom lanes, the cars behind them in their rows must follow them to keep the rows uniform and in line. The race leader sets the pace and is the control car. The race leader restarts the race. Once the leader starts the race it is started for the entire field. Passing and maneuvering throughout the field is allowed as soon as the race has started.

All restarts will take place with the lead lap cars moved to the front of the field. Lapped cars will pull to the inside and fall in behind the last car on the lead lap in their order of running.

Most restarts will be Double-File. However, if a crash occurs during a Double File Restart within the first restart lap then the ensuing restart shall be a Single-File Restart. Once another green flag lap is completed, subsequent restarts revert back to Double-File.

NOSA Officials reserve the right to change and/or alter this rule, provided the competitors are given notice (in advance and/or over the one-way radio) due to any circumstance that require such a change and/or alteration. This may include when a single lane racing surface appears apparent giving one line a distinct advantage.

Clarification: No double file restart with 10 or less laps remaining in the Feature event.

Feature Single-File Restarts:

A restart cone will be placed on the front straightaway. Cars will assemble in a single file running order. All cars must pass to the right of the restart cone(s) in a single file, nose-to tail manner. Anything other than nose to tail will be subject to a penalty, see below. If a car passes to the left of the restart cone, hits the cone, passes another car before reaching the cone, is not in a proper nose-to-tail alignment and/or is guilty of an excessive gap between cars, then that car will be penalized two positions. Any car in the last 2 running positions of the restart that commits an offense will be allowed to restart but will be penalized 2 finishing positions. If there are multiple violations, the car may be disqualified from the event. If the leader is unable to properly restart the race after the one (1) attempt, the leader will be penalized two (2) positions (1st to 3rd). When an infraction occurs on a restart, NOSA Officials may exercise their discretion and allow the race to continue, not calling for another restart, and then penalize the offending car(s) under yellow flag conditions or at the conclusion of the race. The offending car(s) will be penalized 2 positions plus any positions gained.

Protests:

Any protests of a race time call must be made prior to the last car crossing the scale upon conclusion of the feature race. The protest must be made to a track or NOSA official. NOSA and/or the track official will determine appropriate action to be taken, if any, regarding the issue being protested.

Causing Two Stoppages:

If a car causes two stoppages (yellow or red flags) in the same race, the car will be sent to the pits.

Exiting the Car

All drivers should not exit their car unless there are extenuating emergency circumstances, or under the direction of a race/track official. If they do, they will effectively have ended their race and will be scored as such.

Driver Changes:

The driver who qualifies the car must start the race to receive points. No driver changes are allowed during a race. If you get hurt, another driver can run your car, but must qualify it. If there are no further qualifying events, your car will start at the rear of the B-Main. If no B-Main is run that evening, your car will start at the rear of the feature if the field is not full.

A driver may qualify only one car in a class. In the event of a wreck in practice, the driver will be allowed to qualify another car provided that the car has not yet been qualified.

Points will go to that car registered for the event.

Backup Cars:

A backup car may be introduced at any time between qualifying and the start of the feature due to the original car not operating properly or from extensive damage. Any such change will result in the driver starting at the rear of the next race segment in which the driver has qualified for. If a driver changes cars after hot laps, that driver will remain in their drawn position for qualifying and will be positioned in subsequent races accordingly.

Work Area Rule:

Three minutes in the specific designated work area will be granted to any car causing or being involved in a race stopping incident, when possible. The work area is always open, however, 3 minutes will not be given after the halfway point of heats and B-mains, or the last 10 laps of A-main events. Work area trips are limited to one during preliminary events. No changing of any tire or wheel unless flat or damaged. Tire changing will be allowed in the B-Main and Feature only. The 3 minute clock starts when the car (or last car in multiple car incident) arrives in the work area. The work must be completed within the 3 minutes AND appear safe for restarting in the opinion of NOSA work area official. Any car returning to a race from the work area which purposely causes its' own yellow in hopes of returning to the work area to further repair car will be not be allowed to restart. Fuel may not be added during a work area yellow or closed red. If the work area clock has been started, and another car should then enter the work area, that additional car(s) will not be given 3 minutes of its' own, but only be granted the remaining clock time of the original work area car as it is not that car's yellow. There is no work area clock prior to the initial start of any race, cars must be ready to start race when tower and flagman are ready.

If you enter the work area for any reason, you will re-start at the rear of the lap you are on. You must be back on the track before the pace car leaves the track. The flagman will wait for no one. If you enter the pits on a green flag you will have effectively ended your race. If you enter or re-enter the track on a green flag, you will be disqualified.

Fuel Stops:

Fuel stops will only be made in the event of extended caution periods where the race is extended beyond reason. Put enough fuel on to run the whole race! A fuel stop will be at the discretion of NOSA officials.

Impound:

The top 5 cars will weigh at the scale after each feature race. The top 3 will then go through Technical Inspection. The impound area for each track will be determined at the pit meeting. It is each driver's responsibility to know where the impound area is. If the driver bypasses the impound area for any reason or fails Technical Inspection, the driver will receive last place points and last place pay.

Note: Additional penalties apply if Tire or Traction Control violations are found during Impound inspection!

Rain Outs or Race Event Interruption:

If a rain out or race event interruption occurs, when at least half the laps of the feature race are complete, the race will be called complete. When half the laps of the feature event have not been finished, the race will resume where it left off on the next race date.

If the event is not rescheduled, points will only be awarded if all heat races have been completed. Heat race points will be awarded. Show points will also be awarded.

No show points will be awarded unless a heat race has started. If a show is rained out or cancelled prior to the start of a heat race, no show points will be awarded. All drivers in attendance will receive show points if a heat race has started.

If a driver is not present during the originally scheduled event, they may participate in the rescheduled event by starting tail end of the Feature or B-Main (if one is required). **The track will determine whether to allow a driver that was not at the originally scheduled race to participate in the rescheduled event.**

Flag Procedures:

Green Flag - The race is officially started when the first green flag has been given. If you spin out after the green flag drops but before the first lap is complete, you will go to the rear of the field.

Yellow Flag - Proceed with caution, the track may not be clear, or a restart is needed. Continuing to race after you have seen the yellow may cause you to be sent tail end. Stopping for any reason other than safety reasons will cause you to be sent tail end. Any driver causing a yellow flag at any time - even in the first lap - will be sent tail end of the lap you are on. Any driver causing two yellow flags at any time - even on the start lap - will be sent to the pits. Stopping for any reason on a yellow flag will cause you to start tail end of the lap you are on. Example: You cause a yellow, you are on the lead lap, you line up ahead of the lapped cars. You are down one lap, you line up ahead of the cars two laps down.

Line Up After A Caution - All lapped cars will receive one lap back per caution, and will line up behind lead lap cars. If a lead lap car is involved in a caution, that car will go tail end of the lead lap. The cars getting a lap back will line up behind the last car on the lead lap before the caution. Example: A car one lap down will now be on the lead lap and a car two laps down will now be one lap down. Two or three laps later another caution comes out, the cars that were originally two laps down are now on the lead lap and the cars that were three laps down are now one lap down.

Red Flag – Stop immediately. Drivers are hereby instructed NOT TO PASS THE SCENE OF AN ACCIDENT OR THE PATH OF THE SAFETY CREW. Any driver passing the accident or the path of the safety crew will be sent to the pits for the remainder of that event.

Closed Red

All red flags (or for that matter yellows) should be assumed to be closed unless otherwise told by an official. Making alterations to a car will result in a disqualification from that race. Zero points will be awarded for that race. If this occurs during the feature race, points and pay will be forfeited for that night. Any person other than a track or NOSA official touching the racecar will result in disqualification. The exception is when a track or NOSA official requests assistance from a driver or crew member to address a mechanical/safety issue.

You may go to the work area on a red flag, but will re-start at the rear of the field. A car can go into the pits for repairs during a red flag stop, however, it must be back on the track prior to the 1 to go to the green restart flag and start tail of the lap they were last scored. A car can rejoin a race after another green flag has been thrown only if another yellow or red occurs and another lap has yet to be scored.

Open Red - Crews may wrench cars, add fuel, air, tear-offs, etc. however; TEAMS ARE NOT ALLOWED TO REMOVE A TIRE, OR TIRES FROM CAR FOR ANY REASON. Doing so will result in a penalty of being sent to tail of the field.

Blue Flag w/ Yellow Line - This is the lapping flag. It is to make you aware that faster traffic is about to overtake you. You must hold your line on the track.

Black Flag - This means that you have been disqualified from the race. Any driver ignoring the flagman or causing an un-safe situation may be black-flagged. You must leave the track in a safe manner, as quickly as possible. Any car being lapped consistently by the field may be black-flagged at the flagman's discretion.

White Flag – There is only one lap remaining in the race.

Checkered Flag - The race has officially ended, and all cars must pass underneath the checkered flag to be scored on the last lap. If a yellow or red flag comes out during the white flag lap, the track will be cleared, and the race will be re-started with the green flag, then White, then Checkered. In the event that the cars involved in the accident have taken the white flag, they will be scored as the last cars on the lead lap. If a yellow or red flag comes out after the leader has taken the checkered flag, the race is over.

Show Points: There will be 10 show points awarded to any driver attending a race event.

Race Points:

Points will be awarded at all NOSA sanctioned events on the following basis.

Heat Race Points:	
1 st	10pts
2 nd	9
3 rd	8
4 th	7
5 th	6
6 th	5
7 th	4
8 th	3
9 th	2
10 th	2

Consolation Race Points:	
1 st	5pts
2 nd	4
3 rd	3
4 th	2
5 th	2
6 th	2
7 th	2
8 th	2
9 th	2
10 th	2

Feature Race Points:			
1 st	35pts	13 th	22
2 nd	33	14 th	21
3 rd	32	15 th	20
4 th	31	16 th	19
5 th	30	17 th	18
6 th	29	18 th	17
7 th	28	19 th	16
8 th	27	20 th	15
9 th	26	21 st	14
10 th	25	22 nd	13
11 th	24	23 rd	12
12 th	23	24 th	11
All remaining cars receive 11pts			

Point System: (Clarification):

Points will go with the driver, not the car for each event, with the exception of driver replacement during an event for injury or illness. Points will then go with the driver registered for that event.

The driver will receive the higher of the points, between either the heat race or the B-Main, before entering the feature. If a driver fails to qualify for the feature after participating in the B-Main, the driver will receive the higher point total from either the heat race or B-Main, not a total of both.

Throw Out Races: Each driver is allowed one throw out race per year.