

## **SECTION I GENERAL INFORMATION**

### **SCHOENFELD 112535 MUFFLER REQUIRED IN SPRINT CARS**

#### ***GOMUDDY.com NSL 360 Sprint Cars***

1. This booklet contains the official rules and car specifications for all sanctioned events of the National Sprint League GOMUDDY.com 360 Sprint Cars. Any point not covered herein shall be resolved by the NSL or their appointed representative.
2. All cars MUST display the official decals of major NSL sponsors; NSL, Hoosier, GOMUDDY.com and any other designated sponsors to be eligible for contingency and point fund. Drivers must be a member in good standing of NSL in order to qualify for "Cash Bowl" point fund money. Cars must display decals on outside of both of the side panels of wings. Decals shall be provided free of charge by NSL.
3. All drivers participating in an NSL sanctioned event who desire to be eligible for point fund monies must purchase a license from NSL at a cost of \$100 per year for the driver and \$100 per year for car owner. An insurance policy from K & K will be issued to each paid member, \$5,000 accidental death & dismemberment, \$50,000 medical accident (with \$10,000 deductible or any available track insurance, whichever is higher, see policy for details). All national licensed drivers will be charged a maximum \$30 for pit passes at Tour shows (unless otherwise stated) and \$30 at regional shows. All cars entering will pay an entry fee of \$20 per show payable at draw.
4. NSL "Cash Bowl" points shall be awarded to drivers in accordance with the following schedule for National events <http://www.nationalsprintleague.com/downloads/get.aspx?i=291353> and the following schedule for Regional events <http://www.nationalsprintleague.com/downloads/get.aspx?i=291352>.

Any car that takes any green flag will be paid \$100 at Regional events and preliminary night of National events and \$200 on final night of National events.

All races will run as NSL officials feel is to the best interest of the race program.

## **SECTION II RACE PROCEDURES**

### **Qualifying Procedures**

1. Qualifying heat races will be held at all Regional events.
2. The car count at the close of the drawing for qualifying heats will determine the number of heats to be run. As each number is drawn for a car, that number will be posted and this procedure will be repeated until a number has been drawn for each car that wishes to compete. The lowest number goes to the pole of the first heat race, the next lowest drawn number goes to the pole of the second heat, etc. Once pole position in each heat is filled, the next lowest number goes to the outside front row of the first heat, etc. If there are an uneven number of cars to equally distribute between heats, the last cars will be placed at the back of the lowest numbered heats. Any cars not represented at the drawing shall be placed at the rear of a heat race. Heat races will determine the starting position for the balance of races scheduled.

3. The passing point system will be used to determine starting positions in feature events. The driver will receive points for passing as well as finishing position, with the six drivers accumulating the most points from heat races redrawing for feature starting position (top point earner drawing first, second highest draws next, etc.) and the balance of the "A" Feature and "B" Feature(s) lined straight-up according to passing point totals. Any driver failing to draw for heat races or pack racing surface (when requested) will not receive passing points, but only points accumulated through his finishing position in his heat race. In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points (tie goes to the early heat). Passing points will be figured on the actual starting position on the final parade lap.
4. National events may feature different formats unique to the particular event.
5. A car and driver qualify as a team. Each driver can qualify only one car. No driver will be permitted to change cars after taking the green flag of his qualifying heat race. An exception to this rule will be in a multi-day race.
6. NSL or their representative will advise drivers of the make-up of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.
7. The official lineup is when the caution lights go out on the final parade lap. In the event a car drops out of the line-up for mechanical reasons, the balance of the field shall move straight forward with the exception being if two cars drop out from same row, then following cars will be criss-crossed.
8. The start will be official only upon the starter signaling with the green flag. In the event a pace car is used, all cars shall take their proper position behind it. In the event a pace car is not used, the pole car will set the pace which shall be consistent with track conditions and as required to keep the field in formation. NSL shall be empowered to disqualify or penalize any driver violating this rule.
9. A white line or cone will be placed in Turn-4 for all double-file starts. The field must remain even until the front row reaches the cone or line. The flagman will be instructed not to throw the green flag until then. No on-track warnings will be given. Any car not in proper position, in officials judgment, will be penalized one (1) spot from original starting spot for each position gained. This penalty will be imposed on the next yellow or red flag. If there is no flag after penalty, then it will be enforced at end of the race.
10. Any car requiring a second push on start or restart of race will be placed at rear.
11. All single file starts after one lap is completed will be at a point between a cone in turn four and the start-finish line, the point to be determined by the race leader. All cars must stay nose-to-tail until leader takes off, at which point the track is green. Any car(s) not nose-to-tail will be considered jumping the start. Any car advancing position or not nose-to-tail when the leader restarts the race will be penalized a minimum of two (2) positions plus one position for each position gained over on the next caution or the end of the race depending on what comes first.
12. Any car on or near the racing surface that delays the start or restart of any race shall be penalized one lap by officials. A work area will be designated at drivers meeting.
13. Alternates will not be taken to fill any vacancies that occur.
14. Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

15. Those drivers required to go to scales will be designated at the pre-race Driver's Meeting. The designated amount of drivers must go directly to the scales. Any driver not going directly to the scales will be disqualified. The position of the scales will be disclosed during the drivers meeting. It is the responsibility of the drivers to know and understand where and how to get to the scales to avoid any penalties.

		Start											
		1	2	3	4	5	6	7	8	9	10	11	12
Finish	1	100.0	105.0	110.0	115.0	120.0	125.0	130.0	135.0	140.0	145.0	150.0	155.0
	2	91.5	93.0	96.0	103.0	106.0	113.0	118.0	123.0	128.0	133.0	138.0	143.0
	3	83.0	84.5	86.0	91.0	96.0	101.0	106.0	111.0	116.0	121.0	126.0	131.0
	4	74.5	76.0	77.5	79.0	84.0	89.0	94.0	99.0	104.0	109.0	114.0	119.0
	5	66.0	67.5	69.0	70.5	72.0	77.0	82.0	87.0	92.0	97.0	102.0	107.0
	6	57.5	59.0	60.5	62.0	63.5	65.0	70.0	75.0	80.0	85.0	90.0	95.0
	7	49.0	50.5	52.0	53.5	55.0	56.5	58.0	63.0	68.0	73.0	78.0	83.0
	8	40.5	42.0	43.5	45.0	46.5	48.0	49.5	51.0	56.0	61.0	66.0	71.0
	9	32.0	33.5	35.0	36.5	38.0	39.5	41.0	42.5	44.0	49.0	54.0	59.0
	10	23.5	25.0	26.5	28.0	29.5	31.0	32.5	34.0	35.5	37.0	42.0	47.0
	11	15.0	16.5	18.0	19.5	21.0	22.5	24.0	25.5	27.0	28.5	30.0	35.0
	12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0

### SECTION III FLAG PROCEDURES

#### **Yellow Flag**

All cars stopping on a yellow, will be placed on the rear of Restarting line-up. An area will be designated (usually the pit area) for any work to be done during a yellow/red flag. Cars remaining on racing surface that are able to restart without service will be placed on the rear, in the order they were running prior to yellow flag. Any car that goes one or more laps down while in the work area or pit area will be done for that event.

Any driver who works on his car or permits any other person (other than a track official) to work on his car on the racing surface, during a yellow flag, shall be penalized one lap.

If a car needs a second push off, after any cars have started, he will start at the rear of that race.

Any car that is involved in two unassisted yellow flags will be disqualified for that event.

There will be one attempt at a green-white-checked flag, if another yellow flag appears then the race will be restarted with the green and white flags displayed at the same time.

#### **Red Flag**

All red flags are closed unless opened by the NSL Competition Director. Cars that the red flag was thrown for and any other cars that change any tire will be placed at the rear of restarting line-up.

All others will get the position they were running in prior to flag, if ready to join restarting line-up when called provided they went to designated red flag work area.

It shall be the decision of the flag man and NSL as to what cars flags were displayed for, and their decision is final.

All restarting line-ups after any yellow or red flag will be single file after one lap with any lapped cars being placed at the tail of lineup behind all cars on the lead lap. Restart lineups will be as follows: a) Lead lap cars; b) Lead lap cars involved in caution; c) Lap cars; d) Lap cars involved in caution; e) All cars that enter pits/work area, lined up in order at tail in order they re-enter the track.

Any car changing any tire during red flag will be placed at rear. (Wheel spacers may be changed if monitored by NSL officials).

A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the payoff will be done in the same manner as a yellow or red flag realignment.

Any driver who fails to display proper judgment when a caution or red flag is displayed will be subject to immediate disqualification for the night.

## **SECTION IV TECHNICAL SPECIFICATIONS**

### **Engine Rules**

1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).
2. No aluminum blocks. No Titanium in engines, excluding valves and valve retainers.
3. Injectors: 2 3/16 inch maximum inside diameter of injector stack - 2.187 at least 3 inches in length. Note: Larger injectors may be used, but sleeves a minimum of 3 inches in length must be installed in stacks above the Butterflies. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed.
4. Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed, No down nozzle injectors.
5. No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder.
6. Injection unit shall have one shaft operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.
7. While optional for 2016, the NSL intake gasket (#IR1309060HTS) MUST be utilized to be eligible for "Cash Bowl" point fund monies. The NSL intake gasket cannot be altered in any way, with the NSL tech inspector able to see all tech points on the gasket once installed. Intake runners and head runners cannot be altered to match the gasket. The penalty for altering the gasket will be one (1) full calendar year.

### **Cylinder Heads**

List of Cylinder Heads approved for NSL competition is as follows:

- A. Chevy - #27-211
- B. Ford- #27-223
- C. Mopar- #27-222

Spec Heads: Brodix Chevrolet Style Heads part # 27-211 with ASCS stamp. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no

further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Please note that the intake port is for a Fel-Pro #1206, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.

Spec Heads: Brodix Ford Style Heads part # 27-223 with ASCS stamp. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing. Polishing will be allowed in the exhaust ports as long as the original ASCS logo is not affected or port shape is not altered substantially. Please note that the intake port is for a Fel-Pro #1262, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.

Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. NSL checking fixtures to check the above specifications and dimensions will be used by sanctioned NSL tracks.

Valve angle and placement may not be altered in any way.

No welding of any kind, internally or externally, is allowed.

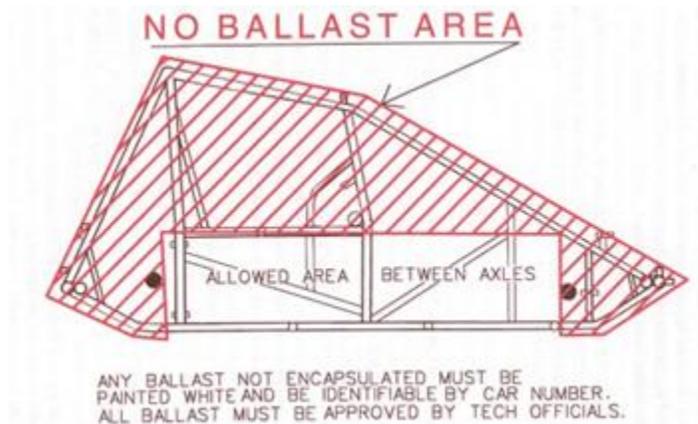
***Guidelines regarding porting and polishing:***

1. Intake port openings must match the following:
  - A. Chevy- FP #1206 or equivalent
  - B. Ford- FP#1262 or equivalent
  - C. Mopar- FP#1213 or equivalent
2. Porting and polishing of intake ports is allowed with the following restrictions:
  - A. All ASCS logos must remain completely intact.
  - B. Pushrod area and intake openings must meet previous requirements and checking fixtures currently utilized by sanctions NSL tracks.
  - C. Valve spring pockets may not be welded or altered in any way with intent to relocate ports.
3. Absolutely no exhaust port relocation, raising, enlargement or reshaping of any kind.
  - A. Polishing is allowed as long as the original ASCS logo is not affected or port shape is not altered substantially.
  - B. Valve spring pockets may not be welded or altered in any way with intent to relocate parts.
4. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing.

***Any internally repaired ASCS spec head must be re-certified by Brodix.***

1. All spec heads must remain within 1 degree of the original manufacturing.
2. Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and moneys won, during the race which the infraction was found, and subject to a \$500 fine that must be paid to NSL before reinstatement.
3. All oil pans must have inspection plug, pans without plug will be subject to pan removal at any time.
4. No Turban driven, Turbo or blower will be allowed.
5. Only two valves and one spark plug per cylinder allowed. No big blocks.
6. No computer operated or controlled parts, such as fuel injections, fuel systems, crank trigger switches in the cockpit, chassis adjusting systems, shocks, etc.
7. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle drive-line.
8. Any car changing a motor after taking an official green flag will start at tail of its qualified group of "A" Main cars

### Ballast Areas Allowed



### Chassis Specifications

1. Weight Rule: Weight rule is 1500 lbs., including the driver, at the conclusion of the race. Any bolt-on weight must be painted white and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from that event. Bolt-on weight can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration above)
2. Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No dirt champ cars. No elliptical (oval shaped) tubing used on or as part of the main frame structure. Minimum wheel-base of 83 inches, maximum wheel-base of 90 inches. No pieces may be added to the frame so as to resemble, imitate or be specifically designed to deflect, trap or form a wind break of any nature, except those used to cool/protect the motor and braking system. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.

3. Fuel cell securely mounted with bladder mandatory. Tank used for qualifying heats must remain for all events.
4. No flammable liquids allowed in cooling systems. No fuel additives.
5. Bumpers and nerf bars are mandatory and must be securely mounted. No aluminum frames, draglink, rear bumpers or nerf bars. Aluminum front bumpers are allowed. Nerf bars must not be outside of tires. All cars must be equipped with a Draglink Strap. The strap must be of the same, or similar, construction as required Five-Point safety harnesses.
6. All drive lines must be broken in the coupler or rear slider, fully enclosed and contains no more than one U-joint or C-V joint. No torque arm drive lines allowed. A safety strap or hoop that is securely attached to the chassis is required.
7. Mufflers are mandatory unless otherwise stated. Loss of muffler will result in disqualification when mufflers are required.
8. Steel, Aluminum or Titanium brake rotors only.
9. Raceceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a Raceceiver. No two way radios will be allowed. Any driver who willfully ignores orders given by NSL officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night.
10. The maximum distance from the leading edge of the front bumper to the leading edge of the front torsion tube is a maximum of 8". The maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 23 1/2 inches.
11. No hollow, tubular or drilled out bolts allowed.
12. The right side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal.
13. The right side panel (armguard) will be permitted to extend a maximum of 7 inches as measured from the outside edge of the middle frame rail and must remain above the middle frame rail.

### **Wing Specifications (See Illustrations Below)**

#### ***Top Wing: (see Illustration)***

1. Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.
2. Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
3. No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a one-inch wickerbill is allowed.
4. Other than the slider mechanism, no moving parts allowed on or in foil structure.
5. 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 1/2 inch. There is zero tolerance on this 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 1/2 inch specification. (This 1/2 inch measurement ensures that the belly/curl arc is gradual.)

6. The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2½ 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.
7. 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.

***Front Wing: (see Illustration)***

1. Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.
2. Center Foil shall be fully sheathed in aluminum. No vent holes allowed.
3. Wicker bills up to 1-inch are allowed on nose wing, flat or dished.
4. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
5. 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.
6. Center Foil must be one piece. No split or bi-wings will be allowed.
7. 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.
8. 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.
9. No moving parts allowed on or in foil structure.
10. 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).
11. 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.
12. No rudders or fins on Front Wings.

***Side Board Panels***

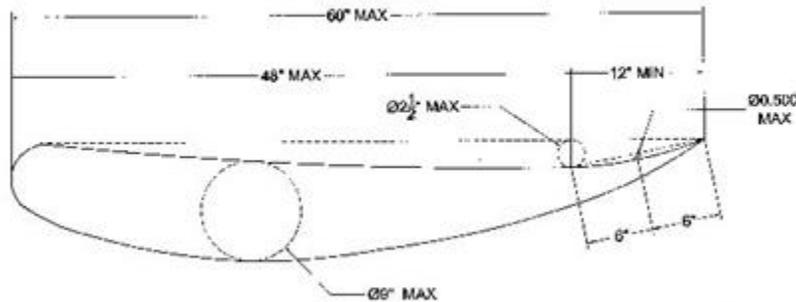
1. All side board panels must be within an eight-degree plus or minus tolerance and be square to center foil.

2. 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.
3. No aero section side panel brace material allowed.
4. No brace or support shall resemble a wicker bill or a split wing.

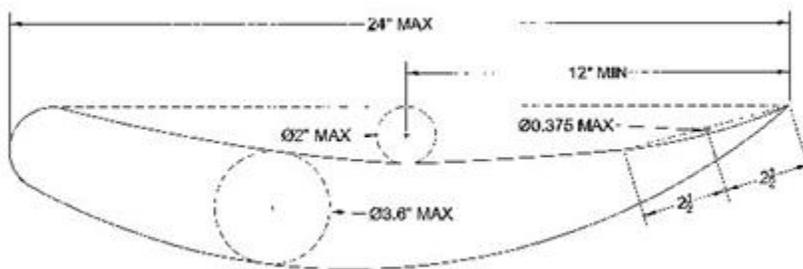
Top Wing, sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one- piece construction. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel and no more than 1 1/4 inches on the top or bottom. Panels must be mounted parallel and square to the center foil with no more than 1 1/2" of turnout as measured from the Center Foil. Only two (2) corners on the 2/3 of each top wing side board will be permitted. Each corner shall be set at a 90° angle with no tolerance. The leading edge of the side board may not be behind the leading edge of the Center Foil.

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

Methanol or Ethanol only, NO NITRO or additives allowed. Fuel subject to be checked anytime by NSL officials. NOTE: Fuel samples may be taken for analysis and prize money may be withheld until results are known. (Penalty for fuel infraction will result in forfeiture of all points and moneys won during event detected, and a fine up to \$1000 for first infraction. 2nd infraction subject to suspension up to 1 calendar year.)

### **Tires and Wheels**

1. Right Rear Hoosier Racing Tire, 105x16.0-15 Medium or 105x18.0-15 HARD. No tire preps or tire softeners allowed.
2. Any Hoosier Racing Tire on Left Rear, Right Front and Left Front.
3. Beadlocks recommended on all wheels.
4. Maximum right wheel width is 18-inches, maximum left rear wheel width is 15 inches.
5. Left Front is the only tire you can run flat.

### **Safety**

1. All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints during competition.
2. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. NSL strongly recommends a five point hookup with 3 inch belts.
3. ***It is strongly recommended that anyone who competes in any event sanctioned by the National Sprint League GOMUDDY.com 360 Sprint Cars (NSL) to have Front Axle Tethers with the following part numbers from ButlerBuilt equipped on their Sprint Car:***

***BBP 4922-225 - 2 1/4" Axle diameter complete kit***

***BBP 4922-238 - 2 3/8" Axle diameter complete kit***

***BBP 4922-250 - 2 1/2" Axle diameter complete kit***

***If utilized, a tether is required on both left, and right sides of the Front Axle. Tethers must be mounted from the Front Axle, just outside the Radius Rod hookups on both sides of the Front Axle, utilizing the aluminum mounting brackets provided by Butlerbuilt.***

***Tethers must extend to the second upright of the frame and be attached below the front engine mounts. Tether must be attached with a slipknot around the upright. Crews cannot alter the intentions of the Axle Tethers.***

### **Protest**

1. Protest will be taken only from a driver or car owner and then only if the protest is in writing and accompanied by the appropriate protest fee in cash to NSL officials.  
In the event the protested car is found to be legal, the protest fee shall be given to the owner of the car protested minus a fee that shall be paid to the inspector.
2. All protest must be filed within ten (10) minutes after the completion of the last race of the evening. All protest shall be decided upon by NSL or his representative. Any appeal of official

decision must be filed in writing within ten (10) minutes of notification with NSL and forwarded to the NSL

**Protests can only be filed by NSL members. Protests will be forwarded to the NSL Board of Directors whose decision shall be final.**

1. No protests will be accepted on judgment decisions.
2. In the event a car is protested and found to be illegal by the inspector, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended.

#### **Protest Fees (Figures In Parenthesis Are Filing Fees)**

1. Motor tear down (heads off) and cylinders inspected: \$1000 (\$100).
2. P & G fuel test \$800 (\$100).
3. Other technical protest: \$500 (\$100).

#### **SPORTSMANSHIP**

Sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants – drivers, owners, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his castle – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

Sportsmanship does not just pertain to activities at the track. Be aware that we do our best to present NSL and its drivers in the best light possible. We expect our drivers to do the same. Remember what you say has weight, what you type has meaning, what you do has consequences. Think before you lash out.

#### **Rain Outs**

In the event a sanctioned race is rained out prior to the completing of all races and rescheduled for a later date, the entry fee shall be rain-checked for those who have already paid. At the rescheduled race, all races shall be rerun and all drivers will redraw for starting positions. In the event no races have been run and the event is not rescheduled, entry fees and pit fees shall be refunded. If an "A" Feature is interrupted at any point due to inclement weather, the race may be declared complete based upon officials' discretion. If a race is stopped by use of the red flag and is ruled completed, the finishing positions will be paid according to the last officially scored lap by the leader previous to the red flag. Any car or cars red flagged will be put to the rear of the line-up of official finish.