



2022

Northern Auto Racing Club

410 Sprint Car Rules

GENERAL RULES

Updated 2/1/2022

**THIS BOOK IS EFFECTIVE FEBRUARY 1, 2022,
AND SUPERCEDES ALL PREVIOUS VERSIONS**

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Please note that any updates to these rules will be posted at www.NARC410.com and will supersede this document.

Interpretation of these rules or amendment to these rules may be made at any time. 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 registrants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these 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.

RULE BOOK DISCLAIMER:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with 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 a participant, spectator or official. The race director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that do not alter the minimum acceptable requirements. NO EXPRESSED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. Referee's decision is final.

Sprint car racing is a very emotional sport; therefore, good sportsmanship is the cornerstone on any competitive racing program. This must include respect for all participants - drivers, owners, pit crews, and officials. For our part we will try to be consistent with our rules no matter what or who 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 area.

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SECTION 1

ROOKIE OF THE YEAR

A driver must meet the following qualifications to be eligible for the Rookie of the Year Title with the NARC King of the West Sprint Car Series.

1. A driver must have entered less than 35% of the completed events in the series the previous years.
2. If a driver earned a Rookie of the Year honor at another track within a previous calendar year that driver shall be eligible to earn a ROY title with King of the West-NARC Sprint Car Series.
3. A driver cannot become a Rookie of the Year in any series if he/she has claimed a Championship at any other track in the previous year. (Example: A former champion of a track cannot run for Rookie of the Year in the same division at another track, as Rookie of the Year honor is designed for drivers new to the sport).

A Rookie of the Year title is awarded to the eligible driver who finishes the highest in the point standings of their series at the end of the season. Co-Rookie titles will not be awarded unless two eligible drivers are tied for overall points in the series

RULES OF CONDUCT

1. The interpretation and application of all rules contained herein as well as all amendments, supplements, and revisions that may be implemented shall be at the sole discretion of the KWS-NARC management and officials and shall be final and binding.
2. The possession of alcoholic beverages and/or narcotics in the pit area is prohibited. OPEN alcoholic beverages will not be allowed through the pit gate and those found in the pit area with alcoholic beverages will be ejected. Those under the influence of alcohol or narcotics will not be allowed in the pits, and if found in the pits will be ejected. Drivers using or possessing alcohol or narcotics will not be tolerated at any time. Those found doing so may be suspended or barred for the remainder of the season.
3. Excessive speed or reckless driving in the pits will incur a \$50 fine for the first offense and \$100 fine for the second offense, followed by suspension from the pit area. The PIT SPEED LIMIT is 10 MPH! (Four-wheeler will be parked for duration of the night).
4. Anyone entering an area other than their own pit area should a disturbance of any kind occur, said party or parties not in their respective pit area will be at fault for causing the disturbance. They could be subject to fines and/or suspension and may be fined \$150 first offense and the second offense will be doubled to \$300 and will include an automatic three-race suspension.
5. Abusive language and/or gestures to officials and/or spectators may result in a minimum \$100 fine, and suspension will be at the discretion of the head official.
6. Use of the race car as a weapon, or in the obvious attempt to hit another car or person will be an automatic expulsion from the facility (Minimum \$1000 peace bond for the remainder of the season if allowed back at all). **No points or purse money will be awarded.**
7. **Car owners and drivers are responsible for the conduct of everyone associated with their car, whether they are in the pits or grandstand area, male or female,** in all matters pertaining to the race, the driver shall be sole spokesperson for his or her car owner and pit crew. Verbal abuse, cursing, or threatening another person can result in the ejection of violator and disqualification of car associated with it. Fighting on the premises will not be tolerated at any time. Anyone fighting with an official will be subject to fine, suspension and/or permanent expulsion, any unsportsmanlike behavior is subject to fine and/or suspension.
8. If any dispute arises ONLY car owner or driver has the right to approach the official and discuss the issue in a calm and professional manner.
9. Four wheelers, ATVs, or scooters are not allowed on the racetrack or the edge of the racetrack during an event. In all areas (racetrack, pit area, etc.) four wheelers or ATV's must be operated

in a safe and sane manner and should not exceed ten (10) MPH. ALL FOUR WHEELERS AND ATV'S MUST HAVE A CAR NUMBER THEY ARE ASSOCIATED WITH IN A LEGIBLE MANNER SO THEY CAN BE IDENTIFIED AT A DISTANCE. CAR OWNERS WILL BE RESPONSIBLE FOR THESE VEHICLES AT ALL TIMES. THIS ALSO INCLUDES MOTORCYCLES AND MOTOR DRIVEN BIKES!!!

10. If a car leaves the track for any reason and returns the owner and driver must return with the same car and number.
11. No changing of car numbers at the track will be permitted, except by officials for scoring purposes by adding a letter to a number.
12. *Engines, fuel, and sound/mufflers may be inspected at any time.*
13. Driver changes are not allowed once car is qualified for that event.
14. No car owner changes will be allowed for the purpose of gaining car owner points, during the event.
15. At no time shall anyone run across the track while a race is in progress or track is under green flag conditions.
16. A race may be stopped at the discretion of the promoter, race director, or officials anytime they might consider it dangerous or unsafe to continue.
17. No Registered Participant or Non-Registered shall enter the scorer's tower or flag stand during the racing program. Anyone entering the tower or flag stand without being invited to do so can be fined disqualified and/or suspended at the discretion of KWS-NARC officials. This rule pertains to driver, all members of crew, car owner and family members.
18. KWS-NARC officials may at their discretion, impound a part/component, engine and/or any other components and/or the complete car for competitive analysis and/or research data.
19. King of the West-NARC Sprint Car Series conducts itself as the top Sprint Car Series in the West and always expects its members to conduct themselves in a professional manner during any event and/or when representing the series. The team owners are solely responsible for the conduct of their drivers and/or team members and/or anyone connected to or affiliated with the owner's team. All fines are listed below are regarding the initial penalty. Multiple infractions of the same type will increase the severity of the penalty.
20. All fines may be collected from prize money on the day of the infraction. If the competitor has not won appropriate money, the fine must be paid in full before the car and/or driver participates in another KWS-NARC sanctioned event.
21. Any member that attempts to and/or does physically abuse any event official, including pushing, punching, touching, grabbing and/or grabbing the official's equipment, etc. will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by KWS-NARC Officials. Maximum = \$5,000.
22. Any member that verbally abuses any event official will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by KWS-NARC officials. Maximum = \$5,000.

SECTION 2

RACETRACK RULES

1. AFTER FEATURE WIN, CELEBRATION DONUTS/360'S WILL BE ALLOWED **ONLY IN CORNERS.** ANY CELEBRATION DONUTS/360'S DONE IN THE INFIELD OR STRAIGHT AWAY **MAY** RESULT IN FINES AND LOSS OF POINTS FOR THE NIGHT.
2. DRIVING THRU THE INFIELD UNDER GREEN FLAG CONDITIONS WILL RESULT IN A ONE LAP PENALTY ASSESSED AT END OF RACE AT THE DISCRETION OF THE OFFICIALS.
3. NO RACING BACK TO THE FLAGSTAND ON YELLOW FLAGS.
4. No hot lapping on track unless given the go ahead by the officials on the track. This is a safety

issue with personal or vehicles on track.

5. All cars entered and present at any KWS-NARC Sprint Car Series event that are intended to compete in the racing event, must pass pre-race inspection prior to any on-track activity. Pre-race inspection may take place in a specified area and/or in the regards of space directly at the team's transporter. Refusal to present vehicle or preventing officials from completing pre-race inspection will result in disqualification from that event in addition to potential penalties, suspension and/or fines.
6. All drivers and/or teams entered in any event must draw for position in time trial qualifying at the designated location. The drivers and/or teams are responsible for their own pill draw.
7. All pills will be drawn prior to the drivers meeting. If a driver and/or team entered and present at the event does not draw, that team will be placed at the end of the qualifying order. If there are no time trials, then the driver and/or team will start at the rear of their specified qualifying race
8. All drivers must attend the driver's meeting. Drivers in violation of not attending the drivers meeting could face a fine, loss of driver's points, owner's points and/or suspension.
9. Unless otherwise posted, the driver's meeting time will be promptly 4:45 p.m. at each KWS-NARC Sprint Car Series event.
10. The number of race cars starting each event and the number of laps for each event may be announced and changed at the drivers meeting.
11. Any changes in the basic event night program due to the car count, track conditions and/or any other circumstances may be announced at the drivers meeting.
12. All cars are required to pack the track with exception of drivers participating in special promotions by designated by KWS-NARC series officials.
13. The maximum number of the event laps will be stated by the KWS-NARC Race Director during the drivers meeting but may change due to extenuating circumstances.
14. KWS-NARC officials may at their discretion, inspect any car entered for competition in any racing event at any time.
15. Alternate starters for any race will not be permitted to start any race after the original starting field has presented itself.
16. Once in the racing program (in-turn qualifying) has begun on any racing event, the changing of any tire on any corner will be governed by the rule specifications set forth herein in the tire section of this rulebook.
- 17. Cars involved in the race stoppage that go to the work area will be given two-minutes to make repairs once they reach the work area. Returning line-up will be in the order of the last scored lap.**
18. If a car goes to their pit area instead of the designated work area, there is no two-minute timeclock because we have no way to check your status. The car can return to competition at an appropriate time. There is no "courtesy time."
19. All cars will receive only two (2) "push-offs" prior to green. If a car does not fire during a push-off that will count towards one (1) push-off. If the car goes to the pits or work area after their push off, they will start at the back of the pack.
20. Any cars that stop, either on the racing surface and/or in the pit/designated work area, during a caution period it will be required to restart from the rear of the field. *If you go to the work area you will start at rear.*
- 21. At the discretion of the KWS-NARC official any car that intentionally brings out a caution period will be disqualified from the event.**
22. Cars and/or teams will not be permitted to be 'pushed-off' during any green flag conditions. An offending car will be automatically disqualified.
23. Any car that is involved in an incident and/or has a problem but does not bring out the yellow flag and/or create a caution period, will blend back into the field where the driver is able to do so. If there is a caution period, the KWS-NARC officials will determine the placement of the car(s) involved. The placement of the car will be where the car blended back into the field.
24. If a race car is inadvertently or purposely hit by a push truck, pace vehicle or purposely hit by

another race car during push-off, or under yellow flag conditions or other non- racing activity and such incident is witnessed by a KWS-NARC official, the repairs can be made to the contacted vehicle and that car will resume its running position. The maximum time allotted for such repairs is six (6) minutes. If repairs cannot be completed within this time, then the car will be scored as finishing last in the race. Alternate(s) starters will not be given a starting position in this situation. If the car may not complete the race, the car will be scored last on the lap in which that car has completed.

25. Drivers and/or team members are not permitted to tamper with track racing surface.
26. The race will begin immediately once the racing surface is clear, and the cars are properly aligned in their assigned starting positions.
26. Any driver, team, and/or car, who purposely attempts to hold up the start of any race will be placed at the rear of the line-up and could be disqualified from the event, suspended and/or fined at the discretion of the NARC officials.
27. All races must be completed in a "green-white-checker" finish. This means if the yellow flag is displayed or caution lights illuminated prior to the leader receiving the checkered flag, that race will be restarted and run for two consecutive laps before completion. Once the checkered is presented, the event is deemed complete and finishing positions are determined by the previous lap finished – except for any cars involved in an accident – and those that have already crossed the finish line.
28. If a race is red flagged due to weather conditions and cars are sent to the pits, then all work, including tire changes, is permitted.
29. If a car is found to be illegal at the time it is scaled after its qualifying run, the car will have the opportunity to bring the car to legal requirements and requalify at the end of the session and cannot start better than seventh in the Main event behind the dash cars.
30. All drivers must obey Officials signals, communications, blackboard(s) and/or any other Official's communications that assist in the direction and facilitation of creating proper line-ups and/or the process of completing the event.
31. Any member that attempts to push their race car off from the wrong area and/or does not stop in the designated area as to cause undue confusion and/or delay will be subject to fine and/or suspension and/or any other action deemed appropriate by KWS-NARC officials. Maximum = \$500.
32. Any member who fails to stop for and/or allow post-race inspection will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by KWS-NARC officials. Maximum = \$500.

STAGING RULE (AIR HORN RULES)

1. Before each event, an eight (8) minute horn blast will be sounded to remind you that you have eight minutes to be in staging or your event. After four minutes a two-horn blast will be sounded to tell you that you have four (4) minutes to present your car to staging for your scheduled race. The final horn blast indicates that you **MUST** be in staging for your event, if not you will be moved to the **rear of the field** for your scheduled race.
2. An eight-minute Horn Blast will indicate that you must be in staging for **wheel pack**. If your car is not in staging at the **final horn blast** you will receive one qualify lap at the end of the qualify session, and you start no better than seventh in the A-Main, after the dash qualifiers.
3. The staging rules are in place to keep the races moving, avoid down time, and to avoid curfew issues. The timely staging of events improves the program, gives competitors maximum racing time, and allows for courtesy time during events.

SECTION 3

GENERAL LAP COUNTS

Total Lap Counts can be changed at each venue due to conditions not under the series control. The officials will do their best to complete all advertised laps. Any changes to lap counts will be announced, posted on the pit board and/or track officials will notify competitors on the racing surface.

TRACK

Heats: 10 Laps

Dash: 6 Laps

C Main: 10 Laps

B Main: 12 Laps

A Main: 30 Laps

CALISTOGA, HANFORD & STOCKTON

Heats: 8 Laps

Dash: 6 laps

C Main: 8 Laps

B Main: 10 Laps

A Main: 25 Laps

QUALIFYING SHOW

1. Numbers will be drawn at or near the lineup board. All numbers are to be drawn prior to drivers meeting. Anyone not drawing will be placed at the front or rear of the qualifying. Qualifying positions will be determined by drawing a number. The lowest number will be out first. The first qualifier will receive one free lap, before going green for two laps back-to-back.
2. If a car misses his/her drawn qualification position by more than two cars; or if they elect to run one lap at the end; or if both laps are illegal due to exceeding the sound requirements of the racetrack; the best starting position they will receive is behind the dash cars in the "A" main event and not be in the dash.

LOW CAR COUNT

1. Car counts of 24 cars or less: The "A" Main line-up will be lined up with the dash cars (by finishing order), followed by all remaining cars lined straight up by points earned in qualifying and heat races. No "B" Main will be run.
2. The number of heats will be determined at the drivers meeting.

QUALIFYING

1. Competitors will be allowed to draw a qualifying number prior to drivers meeting. If you arrive late for the draw, you will be placed at the front or rear of the qualifying order or be penalized onelap, whichever will keep from giving the late car an unwarranted competitive advantage.
2. Qualifying will be two (2) laps, back-to-back, with the first car out receiving a courtesy lap.
3. Once any car trips the timing light twice, he/she will be done whether he completes the laps or not. **THE ONLY EXCEPTION TO THIS RULE WILL BE IN THE EVENT OF A MALFUNCTION WITH THE TIMING EQUIPMENT/TRANSPONDER OR IF A CAR WAS INTERFERING WITH ANOTHER CAR'S QUALIFYING RUN.**
4. Any car that misses a lap, and is being given another legal attempt, will be sent back out as close as possible to their original spot, not at the end.
5. Any car that, in the opinion of the track officials, pushes off for qualifying and fails to fire until he/she passes the flag stand to receive an extra momentum lap, will receive a checked flag after his/her first lap on the clock.
6. Any car that has a mechanical problem, either before or during his/her qualifying run, will have two car positions to have it fixed without being penalized if he has not started BOTH laps.
7. Any car that cannot make their qualifying run will be placed in the back of the heat or the back of a consolation race as a DQ. A maximum of forty-eight cars will start heat races. If you miss your qualifying position by more than two cars you will be given one lap at the end and regardless of time you will be positioned no better than behind the dash cars in the "A" main (no penalty in the semi-main, you will receive time recorded).

8. Any car that misses their spot by more than two cars, or exceeds the maximum sound level allowed, will be penalized in the "A" main. The best they can start is behind the dash finish. This penalty will also eliminate qualifying points for that car owner and driver.
9. It is your responsibility to be at the racetrack on time and have a representative at the drivers meeting. Anything covered at the drivers meeting applies to all competitors. Arriving late does not release you from compliance.
10. Driver can qualify only one car for the program. If a driver is injured, a non-qualified substitute driver will start at the rear of the field regardless of qualifying position. (Non-qualified driver must not have qualified a car for the program).
11. All cars will be required to run the mufflers used for qualifying for the remainder of the program unless damaged in an accident.

HEATS

1. The top four (4) in each heat race will be inverted by their qualifying times, with heat one's fourth place car being the fast qualifier. The following example line-up is for a four-heat program. The numbers illustrated below refer to the qualifying positions of each car.
2. If 18-27 cars there will be (3) heats...twenty-eight or more cars there will be (4) four heats. The top five finishers in the four-heat race format qualify for the A-Main. All others go to the semi or last chance race. The top five finishers in the three-heat race format qualify for the A-Main.

HEAT 1	HEAT 2	HEAT 3	HEAT 4
13-9	14-10	15-11	16-12
5-1	6-2	7-3	8-4
21-17	22-18	23-19	24-20
25-29	26-30	27-31	28-32
33-37	34-38	35-39	36-40
41-45	42-46	43-47	44-48

If an event is delayed (weather or track condition) and qualifying must be cancelled, heat races will be lined up according to original pill draw of that night.

TROPHY DASH

1. Competitors will earn qualifying points and heat race points during each event. The six cars with the highest point totals after the heat races will qualify for the dash. In the event of the tie, the car with the best qualifying time will qualify. Second tie breaker is their respective heat race finish.
2. Qualifying points will be awarded as follows:
 - a. Fast Qualifier: 50; second quick 48 (two-point drop); third quick 47 (one-point drop); fourth quick 46; fifth quick 45; and so on, continuing to drop by one point per qualifying position.
3. Heat race points will be awarded as follows to encourage passing:
 - a. Heat Winner: 50; second place 47, third place 44, fourth place 41, fifth place 38 and so on, dropping by three points per finishing position.
4. NOTE: These points are only for determining the dash line-up AND the main event line-up and do not count toward the championship standings.
5. The maximum amount of dash cars in any event is six (6).
6. The fast qualifier will pull a pill (0, 4 or 6) to determine the inversion of the dash (based on points). Finishing positions in the dash determine the starting positions for the feature event.

“C” MAIN

1. Will be lined straight up by points earned in qualifying and heat races, with no inversion.
2. We will transfer 2 cars from the “C” to the “LCQ”.
3. The two transfers will line up in the “LCQ” and retain their qualifying and heat race points.

LAST CHANCE SHOWDOWN

1. The Last Chance Showdown will consist of the next 16 fast cars that did not make “A” main. They will be lined up by their points earned in qualifying and heat races, with no inversion.
 - a. Depending on car count 7 cars will transfer in 3 heat format and 4 cars in 4 heat format.
2. Top two finishers will get their (qualifying and heat race) points back behind dash cars and balance of the LCQ transfers tag back of “A” main by finish.

“A” MAIN

1. Dash cars line-up by their finishing positions in the dash (first six positions.) The Dash winner will get to choose which side they wish to start (inside or outside) at initial start. If no lap is completed, they must keep spot they chose.
2. The remainder of the cars in the field will be lined up by points earned in qualifying and heat races. Only the top two finishers from the semi earn their points back.
3. Top two from semi-main will get their points back which will determine their A main starting position behind the dash cars.

PROGRAM FORMAT: DRAW SHOW (If found applicable by Director of Competition)

1. Draw for heat race position. The pole position on heat one will be the lowest number that was drawn. The pole of heat two will be the second lowest number drawn and alternating across heats until line-ups are complete. Cars arriving after wheel-pack has begun will be placed at the back of a heat in the next open spot.
2. Top four finishers in each heat race will go to the “A” main, lined up by their finishing positions. Winner of heat one will be pole of “A” main and winner of heat two will be outside front row before inversion is drawn.
3. Depending on total car count, number of transfers from the heats and semi-mains could vary to fit program.
4. The next four finishers from each heat will go to the “B” main, lined up by their finishing order from the heat race there will be no inversion for the “B” main, four transfers from the “B” will tag the rear of the “A” main.
5. All lap counts and time limits will be posted on the pit board prior to each event and will be adjusted accordingly to the total number of cars in division.
6. We will run at least two heats if total car count is ten or more. We will run three heats when car count is 18 to 27 cars and will run four heat races when car count reaches 28 or higher. When four heat races are run, we will have a 24-car feature event.
7. The inversion will be a 1, 2, 3, or 4; first, second, third, and fourth place finishers. The inversion will be drawn by the winner of the first heat.

SECTION 4

FLAGS

Driver who does not obey the flag rules will be subject to lap penalties, time penalties, disqualifications and/or be fined.

ORIGINAL START

1. Initial starts will be double-file at the designated area (cone), with the cars side-by-side and nose to tail in rows of two throughout the field. The leader of the race needs to set the pace and starts the race at the designated area (cone). The winner of the Dash will be able to choose inside or outside when field is called to go double file. Only the front row will change positions no other rows will at the original start. In the event of a false start, the race will be called back by going yellow. Once the pace is set from middle of back straight all cars will maintain that pace until the start of the race. If a car starts early, or if a car slows after the pace has been set and creates a bad start, one or both cars will be placed back one (1) row by the call of the Director of Competition. If we fail to get a good start after the third attempt, we will start in a single file in turn four by original line up.
 - a. All cars must complete the first lap for the first lap to count.
 - b. **On the original start, all cars must be side-by-side and in line until the leader starts the race.**
2. If more than three (3) cars are involved in a wreck on the original start, it will not be counted toward their two (2) spin penalty for the race.
3. **To earn A-Main purse money and/or points, the car must take the original green flag. NO EXCEPTIONS.** In the event of going yellow or red on the original green lap, we will revert to the original crossed-up lineup. With those cars involved going to the back and sliding rows forward to fill the order. No car will be allowed to gain more than two (2) positions by sliding forward; if more than two (2) positions are gained by sliding forward, we will re-cross the line-up instead. (If three (3) or more cars involved will not be charged with this flag for purpose of the two-stop penalty).
4. A competitor will be allowed a maximum of two attempts to push off to start any race and still retain their starting position. However, if the car goes to the work area it will start at the rear of the field. **THIS IS A COURTESY DON'T ABUSE IT!!**
5. Once the field of cars is on the track and lined-up, any car that is missing will be given a one-lap grace period to make the race in their original starting position, after that they will tag the rear or miss the race, if they don't take the original green; they will not be allowed to run that race at all.
6. You must be in the lane (in line to push depending on track) ready to be pushed.
7. All cars that make contact and stop on the track as the result of an accident will restart in the rear. **Any car that does a 360 will bring out a yellow and will restart at the rear of the field.** Any car(s) involved in bringing out a yellow or red, period, whether making contact or not, will restart in the rear. Any car spinning out or stopping without making contact, to avoid an accident, which has already brought a yellow, will restart in the rear. All cars restarting in the rear because of a yellow condition will line up in the order they were running on the last lap.

RESTARTS

1. Under yellow-flag conditions the field initially goes to a single-file grid. Once the running order is established and the field is set the race leader will choose either the inside or outside lane. The field will be signaled to realign double file. All cars positioned to line up behind the leader will go to the lane the leader has chosen and those positioned to line up behind the second-place car will go to the 2nd place car's lane.
2. The grid must remain double file until the race is started **in the designated start area**. 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.
3. NARC King of the West 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 circumstances that require such a change and/or alteration.
4. Restarts will follow single-file procedures following a caution period and/or red flag period during the final ten (10) laps of any racing event over 20 laps and single-file during the final five (5)

laps of any racing event under 20-laps.

5. Single-File Restarts: Cars cannot pass until they pass the flag stand. Cars will assemble in single file running order.
6. If there are multiple violations, the car may be disqualified from the event.
7. A restart zone will designate the restart area that will be identified at the drivers meeting. Once the pace is set from middle of back straight all cars will maintain that pace until the start of the race. The race leader will have the choice of starting at an area between turn three (3) and a cone in the turn four (4) area. No passing is allowed until cars pass the flag stand.
8. The race leader sets the paces and is the control car. The race leader restarts the race inside the designated starting box.
9. All single-file restarts will take place at a consistent speed in the designated area, with cars nose-to-tail throughout the field. Consistent speed will be at the discretion of the KWS-NARC officials. Any car out of line and/or passing before this point will bring out a caution period and will be penalized two (2) positions on the ensuing restart. If an offending car is located on the last row of the starting grid than that car can restart but will be penalized two (2) positions from its finishing position. If the same car commits a second offense it shall be disqualified from that event.
10. If a race is not properly started by the leader, that car will be moved to the second row. Failure to acknowledge and comply with the "move back" signal will result in instant disqualification from the racing event.
11. 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.
12. All cars from previous completed lap must complete lap for the lap to count.
13. If the leader is unable to properly restart the race after one (1) attempt, the leader will be penalized two (2) positions.
14. When an infraction occurs on a restart, KWS-NARC officials shall 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 two (2) positions plus any positions gained.

GREEN FLAG

1. The green flag will indicate the start or restart of an event. After the cars are lined up in the correct order, the (yellow) traffic lights will be turned off; this indicates the race will start on the next exit out of turn four. In the event of a false or poor start, the yellow caution light will come on as the leaders reach the backstretch. The start will then be reattempted.
2. If one or both front row starters jump the start, one or both may be placed back one row by the call of the director of competition.
3. Any car(s) advancing positions before the start or before the cone on a restart will be penalized two positions for each position gained. Penalty will be assessed at the next race stoppage or end of the event.

WHITE FLAG

1. The white flag indicates one lap remaining in the event.
2. Should the race be stopped on the last lap, the restart will consist of two laps a green-white-checkered.

BLACK AND WHITE CHECKERED FLAG

1. A checkered flag will indicate the end of an event.
2. If the leader receives the checkered flag, crossed the designated Start/Finish line, and the race is stopped before all cars cross the Start/Finish line, the race will be scored complete. The cars crossing the finish line before the stoppage will be scored accordingly, the remaining cars will be scored as they had completed the previous lap. Cars involved in the stoppage will be scored last

on their respective lap.

3. AFTER FEATURE WIN, CELEBRATION DONUTS/360'S WILL BE ALLOWED **ONLY IN CORNERS**. INFIELD AND STRAIGHT AWAY 360'S **MAY** RESULT IN FINES AND LOSS OF POINTS FOR THE NIGHT.

YELLOW FLAG (NO RACING BACK TO THE FLAG STAND ON YELLOW FLAG)

A yellow flag condition is considered a race stoppage. Cars will slow to a pre-race speed and maintain a single file line. Cars out of position will be advised by track officials where to line up

When caution is displayed on track, any car going into the pits will be allowed to restart at the rear of the field and not lose a lap provided the race has not been restarted.

1. **If you get out of your car on a yellow, you are considered *DONE* other than for safety reasons.**
2. If you get out of your car and leave it, the car will be towed to infield and left. The tow truck driver is unable to know where your pit is and you need to assist tow truck to do as little as damage moving to your car to the pits, they are there to help.
3. If a pace truck is on the track, no cars are allowed to pass without permission. Violators will be fined \$100 for the first offense and be sent to the rear of the field or disqualification on the second offense.
4. **Cars involved in the race stoppage that go to the work area will be given two-minutes to make repairs once they reach the work area. Returning line-up will be in the order of the last scored lap.**
5. Thirty-minutes (30) prior to curfew (Curfew to be stated at the pit board) if you go to your pits there are no courtesy times, but you may return under the next yellow.
6. No pit crew is allowed on the racetrack during yellow flag. (\$100 fine after first warning).
7. Any car that receives two (2) charged stops in a heat race (**two (2) charged stops in the Main Event**) (yellow or yellow/red) will be black flagged for the remainder of that race but will receive starting points if earned and/or any position gained at the finish of that race.
8. If a car(s) spin and is not able to restart and we have courtesy laps available, we will go yellow and if there is NO courtesy laps available and car(s) are deemed safe by Director of Competition a yellow flag will NOT be thrown.

YELLOW FLAG/SCORING

Split yellows: Split is scored after the first three or more cars past the start/finish line. The cars past the line are scored as is and the remaining field that was under the yellow will be **lined up by the last scored lap**. No consecutive back-to-back split yellows, or split yellows immediately after a red.

RED FLAG

1. A red flag condition is considered a race stoppage. Cars that blatantly drive past the crash scene will be penalized or disqualified Stop as safely as possible, safety crew on track to help driver.
2. Cars stopping must stay off the inner apron and not block openings where emergency personnel or support vehicles respond from.
3. A charged stop will be when a car brings out the yellow/red flag by their own actions and not as the result of trying to stop to avoid another incident on the track. A car that stops to avoid a problem will go to the back but will not be charged for purposes if the black flag. (Stop to avoid – no contact with another car, pointed in racing direction).
4. Cars entering the work area during a red flag condition, that complete the work before the race is ready to resume will be allowed to restart at the rear of the line-up. Line-up will be in the order they return to the track and the last scored lap (No courtesy laps on red).
5. Under red flag conditions: On a "Closed Red," No pit crews may be on the track. If you work on your car you are done for that event. You may ask an official if you need your car in the work area, at the time you give up your position on the track and go to the back of the field.

6. On an "Open Red," designated work area – any work is permitted with exception of a tire change. If a tire is changed, the car must restart at the rear of the line-up in front of any cars that went to the work area.
7. If a car is involved in an accident, only emergency personnel are allowed at the car.
8. Persons not directly involved with the car(s) involved in the accident must stay back. Violation of this will result in a fine.
9. When the "Clear the Track" command is given, all personnel must leave the track in a timely manner, Violation of this will result in the car being penalized to the rear of the line-up or disqualification, Air horn blast is 1 minute to clear the track.

RED FLAG SCORING

No splits are scored on a Red Flag. The field is frozen and will revert to the last completed lap scored.

BLACK FLAG

1. If a driver receives a black flag during an event, driver must enter work area for explanation. If driver does not go to work area, driver will not be scored past that point.
2. Drivers that are black flagged for mechanical or safety reasons may return to the event once repairs are made and the track is open.
3. If a driver is black flagged and stops to create an intentional yellow, driver is subject to a penalty or fine not to exceed \$200.
4. A furled black flag will be a warning against on track violations.
5. Any flat tire with rim touching the race surface may be black flagged (safety item) at the discretion of the KWS-NARC officials.
6. A damaged wing or body parts may be black flagged (safety item) at the discretion of the KWS-NARC officials.
7. Any car that is black flagged for consultation during a caution period will retain its position only if the KWS-NARC officials deem the car 'clear' and permit it to return directly to competition without adjustment.
8. Any car that does not race on the designated racing surface to better its position will be black flagged and penalized at the discretion of the KWS-NARC officials.

SECTION 5

DUTIES OF TRACK OFFICIALS

DIRECTOR OF COMPETITION

1. Conducts the Drivers Meetings
2. Responsible for the setting and issuing of fines and penalties.
3. Set curfews and maintain fuel lap counts.
4. Controls the starts and conditions on the racetrack during competition to drivers thru Raceceivers
5. Decide in accordance with the promoter, on major suspension and peace-bond penalties.
6. Person in charge of all race activities on each event night.

PIT MANAGER

1. In charge of posting line-ups.
2. Responsible for line-up changes before cars take the track.
3. Assist Technical Inspector before cars go on the track.
4. Responsible for staging cars and notifying director of cars that are scratched from the program.
5. Notifies scorer and track announcer of line-up changes and updates pit board through mains.

6. Handle standard questions on format and assist competitors in contacting track officials when necessary.

SCORER/TIMER

1. Pill Draw
2. Race Line Up
3. Responsible for timing qualifying and establishes official finishing order.
4. Responsible for official finish of all races.
5. Responsible for communicating line-ups to drivers via Raceceiver
6. Advises track officials of cars involved in two-charged yellows and help track fuel lap totals.
7. Has the final word of the finish of all races, except for penalties assessed by the director of competition that affect the finishing order.
8. Responsible for final results to the pits, announcers, NARC PR Staff, and promoter and must be available at the track for 15 minutes after results are posted.

TECHNICAL INSPECTOR

1. Responsible for sound level readings.
2. Report rule violations to director.
3. Perform random checks for required safety equipment.
4. Performs technical inspections on all cars to confirm adherence to stated rules.
5. Performs or supervises protest tear downs and random fuel checks.

EVERY OFFICIAL AT THE SPEEDWAY HAS THE AUTHORITY TO EXACT A FINE AGAINST A PARTICIPANT FOR ABUSIVE LANGUAGE, UNSPORTSMANLIKE CONDUCT OR ANY PHYSICAL CONTACT. ALL OFFICIALS ARE AT THE TRACK TO HELP CONDUCT A SAFE AND PROFESSIONAL OPERATION BY BOTH THE RACE AND THE RACE FAN. ANY ABUSE, BE IT VERBAL OR PHYSICAL, WILL NOT BE TOLERATED AND WILL RESULT IN A FINE, SUSPENSION, OR EXPULSION FROM RACING OR ATTENDANCE PRIVILEGES AT THIS FACILITY.

NORTHERN AUTO RACING CLUB (NARC) 2022 CHAMPIONSHIP POINTS SCHEDULE

A-MAIN			B-MAIN			C-MAIN	
FINISH	POINTS		FINISH	POINTS		FINISH	POINTS
1	42		1	0		1	0
2	39		2	0		2	0
3	38		3	0		3	6
4	37		4	0		4	5
5	36		5	0		5	5
6	35		6	0		6	5
7	34		7	16		7	5
8	33		8	15		8	5
9	32		9	14		9	5
10	31		10	13		10	5
11	30		11	12		11	5
12	29		12	11		12	5
13	28		13	10			
14	27		14	9			
15	26		15	8			
16	25		16	7			
17	24						
18	23						
19	22						
20	21						
21	20						
22	19						
23	18						
24	17						
FAST QUALIFIER: 1 POINT							
75 SHOW UP POINTS FOR COMPETITORS WHO TAKE A GREEN FLAG							

SPECIAL NOTES/RULES:

Competitors must run the series corporate decal on both outside side panels of their top wing. Failure to do so will result in no prize money for the event.

The Morrie Williams Twin-20 Memorial race at Hanford will only award championship points in the first feature event.

The Anthony Simone Classic will award points according to the standard NARC championship points schedule.

The June 24-26th Super Dirt Cup at Skagit Speedway will award 100 show up points per night. No other points will be awarded.

If the Saturday, November 5th season finale at Stockton is postponed to a later date (due to weather or other cause), only one (1) championship point will be awarded at the rescheduled event. No show up points will be awarded for the postponed event. This is done to accommodate the Sunday, November 6th NARC Championship Celebration which can be moved or rescheduled to another date. That event is held at the Brookside Country Club in Stockton, CA.

Teams that are not existing members prior to a Northern Auto Racing Club event will charge a \$50 temporary license/member fee. This will apply to every event, until a regular driver or car owner membership is purchased (three-races.)

In the event of a tie in the final championship point standings, the tiebreaker will be the number of feature events won during that respective season. The second tiebreaker will be the number of fast times earned during the season. The third tie breaker is the number of heat race victories. The series will not crown "CO-CHAMPIONS."

*Owners/Drivers are eligible for points and end of the year point fund dollars and product awards, if they are a member in "good standing."

