

2011 MARITIME PRO STOCK TOUR PROCEDURES (As of February 12, 2011)

Changes from previous season are **bold**.

1. WELCOME

1.1 The following is information on how events in the Maritime Pro Stock Tour (MPST) are organized and the rules that govern them. The rules, regulations and/or procedures set forth the guidance for the conduct of participants and conditions under which competitors will race. It is essential that you know and understand them. Every attempt will be made to apply them firmly, fairly and justly. Ignorance of the rules will not be accepted as an excuse for infractions. The successful presentation of racing events requires that we each keep in mind that our first obligation is to the racing fan, which keeps us both in operation. When we offer consistently clean, well controlled, and entertaining events, everyone will be successful. Most of you race as a hobby and we want you to enjoy it. No set of rules will please everyone. Our success in presenting entertaining, crowd-pleasing shows rests on clear communication and understanding of the rules and regulations.

1.2 Maritime Pro Stock Tour Ltd. reserves the right to final and non-appeal able interpretation of all rules and specifications. Any situation not specifically covered in the rules or procedures will be decided upon by the Competition Director, or official in charge.

1.3 These regulations are a guideline. Since it is impossible to cover every anticipated situation all descriptions may be subject to the EIRI (except in rare instances) rule. Rules are subject to change without notice.

1.4 For additional information contact:
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DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing and to establish minimum requirements for such events. These rules shall govern all events, and by participating in these events, all participants agree to be bound by all of these rules and are solely responsible for ensuring they have fully complied with these rules. **NO EXPRESSED 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 or competition director shall be empowered to permit minor deviations from any of the specifications or to impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of the rules is left to the discretion of the officials. Their decision is final.

2. DEFINITIONS

2.1 **Disqualification:** To make a driver or car ineligible to participate in a race or meet with the loss of credit for an official finishing position, including the loss of prize money and points for that race or meet and possible suspension of driver, car owner, crew, or all of the above. The decision to disqualify can be made before, during, or after a race or on the completion of the race meet. The length of any suspension is at the discretion of the Competition Director.

2.2 **Illegal Drugs:** Illegal drugs are those substances defined and prohibited by provincial or federal laws. Illegal drugs also include prescription drugs not prescribed for the participant.

2.3 **Participant:** A participant is any person taking part in any portion of a Maritime Pro Stock Tour event in any form, including but not restricted to drivers, car owners, 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 the Maritime Pro Stock Tour, with full understanding that he or she must abide by the rules and regulations established and published or announced by Maritime Pro Stock Tour Ltd. or participating facilities. All participants are considered to be responsible for their personal conduct.

2.4 **Penalties:** These are measures applied by officials to participants who require closer regulation of their behavior. Some rules have specific penalties defined for an infraction. Others leave it up to the judgment of the officials dealing with the problem at the time. Penalties may be applied to an individual, a group, or a car.

2.5 **Race Meet:** A race meet shall, for the purpose of rules enforcement, be considered to be the period between the opening and closing of the pit gate.

2.6 **Restricted Areas:** The rules and procedures apply to the entire venue in which the race meet is held. There are areas within the venue that have additional requirements. These include but are not limited to the pit area, tech area, tower, flag stand, and track. Within restricted areas, additional restrictions may be placed on access and activities.

3. DRUG POLICY

3.1 **General Prohibition:** Possession or uses of illegal drugs or drug substances, as defined above (sec. 2.2), is prohibited in any form, by any participant in the Maritime Pro Stock Tour, either on speedway properties or any area considered to be used in the operation of any Maritime Pro Stock Tour event, such as parking lots or leased properties.

3.2 **Penalties:** Any person found to be in possession of, or under the influence of, an illegal drug or substance on any MPST contracted facility property, or any person who is formally charged by a court of law with illegal drug violations, shall be subject to the following penalties by Maritime Pro Stock Tour Ltd.: Suspension from competition and eviction from MPST event, and denial of further entry to MPST events for a period to be determined by Maritime Pro Stock Tour Ltd.

3.3 Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to Maritime Pro Stock Tour Ltd. by that agency, shall be suspended from all forms of participation at MPST events until such time as the charges are fully adjudicated through legal process. Any participant convicted of a formal drug charge by such process of the law will be prohibited from taking part in any MPST event from the date of conviction until further notice.

3.4 **Right to Test:** Maritime Pro Stock Tour Ltd. reserves the right to test any participant for alcohol and/or illegal drugs.

3.5 **Appeal and Hearing:** Any participant suspended for violation of these rules may be granted an appeal hearing by a board of officials designated by Maritime Pro Stock Tour Ltd., 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 party to make such a request if a hearing is desired.

3.6 Reinstatement: A participant suspended for violation of these rules, except in the case of persons charged with selling drugs, may, as a result of a decision reached through the hearing process detailed above, be reinstated, if it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed within the affected province, certifying that he or she is drug independent, as a result of random and periodical examinations of urinalysis testing, made at the request of Maritime Pro Stock Tour Ltd..

3.7 Prescribed Drugs: If a participant is using prescription drugs on the advice of a physician, such use must be reported to the pit steward or race director prior to the participants' entry into any MPST activities. Failure to notify could subject the participant to penalties prescribed above.

4. SUSPENSIONS AND REINSTATEMENT

4.1 Participants must be approved for competition by management. Decisions are based on a driver's previous experience, as well as his past and/or projected performance. All decisions are the opinion of management and are solely administered by the management, without the right of appeal. All decisions are made in the best interest of competition, safety to the individual participant and all other participants, and in the overall best interest of the positive enhancement of the division, sport, facility and participants.

4.2 After any suspension, rejection, penalty, or restriction from participation has been issued to the participant, whether verbally or in writing, Maritime Pro Stock Tour Ltd. reserves the right to review the individual's circumstances on a case-by-case basis, and after having done so, to make a decision at that time as to whether or not the person or persons involved should be allowed to continue competing in the Maritime Pro Stock Tour. Certain restrictions may apply. Participants may request one meeting with officials (in writing). Tour management must receive the written request within 48 hours of any penalty being applied to an individual or team.

5. GENERAL

5.1 All participants desiring admission to the pit area must register by personally PRINTING and signing their name, and include CAR NUMBER on the Insurance Waiver before entering. A copy of the waiver will be posted in the tire trailer for reference.

5.2 Maritime Pro Stock Tour events take place on private property. Any person on this property without the permission of the facility owner(s) or Maritime Pro Stock Tour Ltd. is guilty of trespassing and subject to the penalties prescribed by law. Through your registration, you are given the authority and the right to be on the property in conjunction with racing activities. However, Maritime Pro Stock Tour Ltd. or the facility owner(s) reserve the right to refuse, revoke, or cancel this authority at any time that it is felt your presence or conduct is not in the best interest of either the sport of auto racing, your fellow competitors, the fans, management, officials, or the employees of the facility or Maritime Pro Stock Tour Ltd. Maritime Pro Stock Tour Ltd. reserves the right to accept or reject any participant (car owner, driver, crew member) for any or all events.

5.3 Normally, no person under 16 years of age will be permitted in the pit area during a Maritime Pro Stock Tour event. Some venues may have different insurance carriers, which may allow exceptions.

5.4 Each person should sign his/her own waiver and pay his/her own admission.

5.5 Any vehicles, which enter the pit or track area, are entered at the vehicle owner's risk. Maritime Pro Stock Tour Ltd. assumes no responsibility for damage to or loss of equipment, vehicle, or any parts, by any means whatsoever.

5.6 Any person in a restricted area who refuses to obey the request of an official may be subject to further action by the Maritime Pro Stock Tour management or its designated officials.

5.7 Given the nature of competition, there may be times when relations among competitors become strained. All participants are expected to show restraint on the track and in the pit area. Should tensions become unmanageable, participants involved are expected to return to or remain in the pit area assigned to their car. Any person that deliberately goes into another persons pit in a violent and/or threatening manner or any person involved in a fight, regardless of who was the aggressor, may be removed from the premises, disqualified, and/or suspended. A fight shall be defined as making physical contact. Negative action by a crewmember could affect the car.

5.8 Anyone who, by word or deed, disrupts, impeded, jeopardizes, or in any manner hinders the smooth and orderly presentation of the racing program, or anyone who commits, or causes to be committed, any action detrimental to stock car racing, or the Maritime Pro Stock Tour will be considered to have abused the privileges of entry or admission to the property and may be subject to the cancellation of those privileges or disqualification as determined by management or designated officials.

5.9 Any person who has evidence of alcoholic beverages or chemical substances about his or her person, or who is seen by an official taking either during a race meet, may be either denied admission or asked to leave the property, and may be subject to further action at the discretion of MPST or designated officials.

5.10 No participant shall subject any Maritime Pro Stock Tour official, track employee, or sponsor representative to any abusive or improper language at any time. No participant shall touch an official in anger.

5.11 Anyone who goes to the flag stand, tower or race control to protest, or otherwise jeopardizes the flow of the racing program, is violating these rules and could be subject to further action by officials.

6. SAFETY

6.1 Safety is paramount at a race meet. Whether it is the care taken driving, avoidance of rowdiness that might lead to injury in steeply sloped stands or viewing areas, the use of jack stands or similar safety devices when working beneath a vehicle, we must all be aware of the inherent hazard that casualness toward safety can create in the racing environment.

6.2 Any participant who has been injured (no matter how minor the injury) must report to the first-aid attendants and the participating track management at the time of the accident.

7. PIT PARKING

7.1 Certain tracks may have paved or concrete stalls. Stalls may be rented by the facility, or used on a first-come first-served basis. Each track has its own policy. Check with series officials for track policies.

8. RACE DAY SCHEDULE (Subject to track cooperation)

8.1 Pit gates open 5½ hours before the posted start time.

8.2 Pre-race inspection begins as soon as pit gates open

8.3 Practice begins 3¼ hours before the posted start time.

8.4 Pre-race inspection ends 1½ hours before the posted start time. A fee could apply for anyone who requires inspection after this time.

- 8.5 Practice ends 1 hour and 10 minutes before the posted start time.
- 8.6 Drivers' meeting begins 1 hour and 5 minutes before the posted start time. Car must be through tech prior to drivers meeting.
- 8.7 Time Trials line up immediately following drivers meeting. Time trials begin 40 minutes before posted start time.
- 8.8 Draw for Dash takes place on track following time trials.

9. DELAYS OR CANCELLATION

9.1 Whenever officials determine that continuing a race could be dangerous, the race or meet may be stopped and terminated at any point. Fifty percent of the advertised distance could constitute a complete race.

9.2 If a race or meet is shortened for any reason, drivers will be paid or credited for those races in which they participated.

9.3 After the initial round of qualifying heats are completed, on any given race date, rain checks may not be issued. Any remaining features will be rescheduled to another date. Only cars, which participated in the postponed date, will be eligible for the held-over portion of any affected meet. Should a race be postponed, it may be restarted from the beginning at the discretion of officials.

10. DRIVERS

10.1 The driver is that person who enters into the racing competition on the track. A car is entered by number and in the driver's name. Drivers are responsible for the conduct of all persons signed in on their car. The driver shall be the sole spokesman for the car owner and pit crew in any matters pertaining to the meet. Penalties incurred by a crewmember may affect the driver. Car owners, crewmembers, sponsors, spouses, or associates of a driver may not represent a driver in any concerns, whether they are signed in as a crewmember or as a member of the audience.

10.2 Drivers must be 19 years of age or over, or 16 to 18 years of age provided they submit an official Notarized Minors Release, available from the MPST office, prior to their entering competition.

10.3 All drivers must fully complete a Maritime Pro Stock Tour competitor registration form.

10.4 There may be times when two or more individuals wish to share the driving of a car. The second (or more) driver will be considered a co-driver. Since various methods may evolve to determine when each will drive, no hard rules can be made. Consultations with the race director should take place to ensure compliance with the intent of the rules. In part, it must be clear who will be undertaking the responsibilities outlined above (section 10.1) and elsewhere in the rules and procedures. If the co-driver is a rookie this could further complicate matters.

10.5 Illness, work schedules or other considerations may require a substitute driver for a car, either for a race or an entire meet. Should this occur the substitute driver would represent the regular driver. However, the regular driver is still responsible for his car. Any action taken by the car, substitute driver, and/or crew, or by officials in regard to the car, could affect the regular driver.

11. ROOKIES

11.1 New drivers racing in the Maritime Pro Stock Tour could qualify for rookie status. A rookie driver must not have competed regularly in any touring division, considered equal to or higher than the Maritime Pro Stock Tour. A regular competitor will be one who has not competed more than five times in a single season in any series. One or more races (e.g. heat, dash, semi, feature) in the same meet will count as one time in competition. A driver who fails to start an MPST main feature will not be charged with a race against his rookie status provided he did not qualify a car and step aside.

11.2 Drivers seeking rookie status must make application to Maritime Pro Stock Tour Ltd. Acceptance or rejection can be made at any time at the discretion of the race director. The driver must disclose all previous racing experience. If officials request proof of rookie status, the onus will be on the driver to provide it.

11.3 Should a registered rookie switch numbers during the season, he will be allowed to maintain his rookie status. Any car switching should be done before registering for an event. Driver changes should be confirmed with the chief scorer or race director at daily registration (sign-in).

11.4 Rookie points will be awarded the same as car points (see section 16). However, a registered rookie must qualify and drive his own car to receive rookie points. A registered rookie may put a substitute driver in his car. The car would maintain its season point's standings. However, the rookie points would not be awarded unless the substitute driver was also a rookie meeting all of the criteria. An experienced substitute driver cannot qualify the car, turn it over to the rookie, and maintain rookie points. A rookie driver cannot qualify the car, turn it over to an experienced substitute driver, and maintain rookie points. The pit steward or race director must be made aware of any driver changes. Driver changes that have not been directed to the officials but are later noted and confirmed (before the completion of the weekly standings) will be at the discretion of the race director. Violators of the official notification rule could be penalized or removed from the rookie program at the discretion of officials.

11.5 Two or more rookies sharing the driving on one car will qualify for rookie status. They will be listed as one in the point standings. Acceptance will be at the discretion of the race director or handicapper.

11.6 A rookie must have 80+% attendance to be eligible for Rookie of the Race (ROTR) bonus money. If there are no rookies with 80+% attendance, bonus money for that race will go to the rookie with the highest attendance record to date that attempts to qualify for the event. If more than one rookie has the same attendance record (or 80+%), the top-finishing rookie will get the award.

12. NUMBERS/SCORING

12.1 Each car entering competition will be assigned a number by MPST officials. The number may be used to identify all activity associated with that car and driver. The assigned number is to be displayed prominently on both sides and on the roof of the car (readable from the grandstands) at least 20" high and 4" thick in a color that contrasts with the car color. A 6" white number must be on the top right front windshield. No grey, gold, silver or metal flake numbers allowed.

12.2 Each car entering competition will be required to use the AMB scoring system and pay a \$30 scoring charge per race. A transponder bracket (\$8.00) may be purchased from MPST officials. It must be located *on the inside left rear frame rail (stud at the top), 12 inches back from the center of the rear housing*. Transponders will be distributed by officials and must be returned to officials before the car leaves the facility. Failure to return transponder for any reason will see replacement charges applied. Cars eligible for less than 25th place money in the feature will not have to pay a scoring fee for that event.

12.3 Timing in practice will be provided for the two final practices of the day for all cars that have completed technical inspection EIRI. Cars must have their transponder properly installed and verified by scoring prior to the end of the final practice. Should a transponder fail to record time during time trials and the transponder was not verified prior to final practice ending, the car will be positioned at the rear of a qualifying heat.

13. CARS

13.1 A driver will sign in to only one car per event. A driver will only attempt to qualify one car per meet. Driver changes should be brought to the attention of the Pit Steward prior to the car going onto the track. In the event of a driver change, Maritime Pro Stock Tour officials reserve the right to re-handicap the car. Replacement drivers who are involved in situations may affect the regular driver.

13.2 Once a car has been signed into the pit area for any meet, the car number may not be switched to another car nor can a back-up car be used, nor can a different number be placed on that car. Any cars bought or borrowed in the pit area must not be raced under a different number until the next race meet. A held over feature is considered part of the meet in which it is raced.

13.3 Drivers, car owners, sponsors, crew members, or anyone associated with a car, shall have no claim against the racing facility, Maritime Pro Stock Tour Ltd., or its sponsors, officials, agents or contractors by reason of disqualification, penalization or damage to vehicles, personal property, or personal injuries.

13.4 If a participant creates problems in the pit area, or other parts of the facility, the car under which they are signed could be subject to further action by officials.

14. INSPECTION

14.1 All cars must go to the tech area for pre-race inspection. Cars may not be permitted on the racing surface until they have been inspected. *Violators of this rule will time trial first and only get one lap (see section 21.4).* All cars must meet the minimum requirements as outlined in the rules. It is mandatory for all racecars to attend pre-race inspection. However, situations may arise where the race director or official in charge waives the pre-race inspection to one car or any number of cars.

14.2 The deadline for pre-show inspections is 1½ hours before the posted start time. Cars on which inspection has not been completed by the deadline may not race or fines may be applied.

14.3 MPST officials reserve the right to inspect any car at any time. Officials will determine inspection items. Tech inspectors are not empowered to determine penalties but will be empowered to apply predetermined penalties.

14.4 Any illegal parts may be confiscated by officials. If the illegal parts are found in post-race inspection, the car could be disqualified. Refusal to forfeit illegal parts or refusal to tear down or to be inspected, or weighed, will result in disqualification and could lead to suspension from further meets. Anyone who refuses to tear down or refuses to allow their car to be checked by the officials could be required to prove their legality before they can participate in any future Maritime Pro Stock Tour meets. Officials will set the time and place for the check and the participant will pay a minimum of fifty dollars (\$50.00) based on not more than one hour of one officials' time, including travel.

14.5 Once a car has failed an inspection, it could be required to show (using the procedure described above Sec. 14.4) that corrections have been made before the car is allowed to compete in future MPST meets.

14.6 Only the driver and one crewmember are permitted in the tech area with their car for post race tech inspection unless specifically asked by the technical inspector. Anyone other than the driver and authorized crewmember for the car being inspected could be asked to leave the inspection area immediately.

14.7 In the event of a held over feature, any car found illegal at the completion of the entire meet could lose their highest finish of the meet.

15. ILLEGAL TIRES

15.1 Illegal tires or tire regulation infractions will result in a suspension for driver and car number for one year from date of infraction. No exceptions.

16. POINTS and BONUS POINTS

16.1 All points will be awarded to the car. In the event of a substitute (or renumbered) car (must be registered at sign in), the original driver must remain. However, a substitute driver can be used in the original car (not a borrowed car with the same number). Officials must approve changes. Failure to adhere to this rule could affect the cars eligibility in the "Circle of Champions".

16.2 In the case of substitute drivers, championship points (for banquet presentation purposes) will be awarded to the designated driver of the car. In the case of co-drivers, the points will be accounted as if there is only one driver (majority driver). Point money and/or tow money will be paid to the car number that meets the above criteria as well as that outlined in Section 17 of this document.

16.3 In a meet with a held over feature, where two features are held on the same day, any car unable to compete in the regular feature, due to mechanical failure or damage sustained in the held over feature, will be awarded last place points for the regular feature held on that day. Should a car break prior to the held over feature, and it was able to compete on the original date, it may be credited with last place points for the held over portion of the meet only. The intent of this rule is to not have a car lose points for two features in one day because of a held over feature. Competitors are limited to one car for the entire day. All situations will be at the discretion of the officials and must be brought to their attention prior to the start of any affected feature.

16.4 Qualifying races will not award championship points.

16.5 The Main Feature will award 200 championship points to the winner and decrease by two points per position to 150 points minimum. The top non-qualified car that competed in the heats or "B" Feature will receive 150 championship points and decrease two points per position for each non-qualified car to 130 points minimum.

16.6 All cars that attempt to compete will receive a minimum of 100 points per event.

16.7 In the event of a tie for position in a race, the two positions will be divided equally for money and the higher points' position will be awarded to both competitors.

16.8 All cars that lead a lap in the Main Feature will receive 5 bonus points. The car leading the most Main Feature laps will receive an additional 5 bonus points.

16.9 "B" Feature points will be kept for the season. The winner will receive 150 points and each subsequent position will decrease by two points per position to 130 points. These points will not be related to championship points in any way.

17. PAYOUT

17.1 For payouts, refer to chart below. Cars will be eligible for one of the payouts listed below. Cars that do not get points or prize money from another feature that do not start the main feature may receive a minimum payout.

PART TIME CAR PAYOUT 2011

Position	100 lap	150 lap	200 lap
1	\$1,500	\$2,200	\$3,000
2	\$1,000	\$1,500	\$2,000
3	\$800	\$1,150	\$1,500
4	\$600	\$800	\$1,000
5	\$550	\$725	\$900
6	\$500	\$650	\$800
7	\$475	\$600	\$700
8	\$450	\$525	\$600
9	\$425	\$475	\$550
10	\$400	\$450	\$500
11	\$350	\$375	\$400
12 to 15	\$300	\$350	\$400
16 to 19	\$275	\$325	\$350
20	\$250	\$275	\$300
21 to 25	\$250	\$275	\$300
26 to 40	\$100	\$100	\$100

17.2 The CIRCLE OF CHAMPIONS Program has a separate payout from the regular purse. Cars with 100% attendance on the Maritime Pro Stock Tour the previous season will enter the new season as a member of the CIRCLE of CHAMPIONS. Cars will remain in the Circle of Champions as long as their attendance at Maritime Pro Stock Tour races remains 100%.

Cars not in the Circle of Champions will be added on a "go forward" basis with 100% attendance on their sixth (6) consecutive Maritime Pro Stock Tour race (end of previous season counts).

Circle of Champions Payout (Full Time)

Position	100 lap	150 lap	200 lap
1	\$1,700	\$2,400	\$3,200
2	\$1,200	\$1,700	\$2,200
3	\$1,000	\$1,350	\$1,700

4	\$725	\$1,000	\$1,200
5	\$675	\$900	\$1,100
6	\$600	\$800	\$1,000
7	\$575	\$750	\$900
8	\$550	\$650	\$750
9	\$525	\$600	\$700
10	\$500	\$575	\$650
11	\$425	\$475	\$500
12 thru 15	\$375	\$450	\$500
16 thru 19	\$325	\$375	\$400
20	\$325	\$350	\$400
21 thru 25	\$300	\$325	\$350
26 thru 40	\$250	\$250	\$250

17.3 In order to get credit for a finishing position in a race, a car should have made the initial on-track lineup (pass under starters stand under its own power) or taken the green flag to start the first official lap of the race prior to the leader completing one lap. Any exceptions must be pre-approved by the race director.

18. TOW MONEY

18.1 All competitors will declare one of the MPST tracks as their home track in agreement with MPST officials. No tow money will be paid at the home track. Cars that travel to all tracks beyond their home track a minimum of 100 km. (E.g. Annapolis Valley, N.S., Centreville, Grand Falls, Campbell ton, N.B.) will receive an additional \$40 tow money with approval from MPST officials.

Tow money will be as follows:

Nova Scotia to Fredericton: \$160

Halifax to Antigonish: \$60

Antigonish to Halifax: \$60

Fredericton to Nova Scotia: \$160

Fredericton and Nova Scotia to Shediac \$80

Fredericton and Nova Scotia to PEI: \$200

Shediac to PEI: \$120

Shediac to all mainland tracks: \$80

PEI to Fredericton or Nova Scotia: \$200

PEI to Shediac: \$100

19. POINT FUND

19.1 The year end Point Fund will be \$50,000 distributed as follows:

<i>Position</i>	<i>Payout</i>	<i>Position</i>	<i>Payout</i>	<i>Position</i>	<i>Payout</i>	<i>Position</i>	<i>Payout</i>
1.	\$10000	6.	\$2650	11.	\$1800	16.	\$1200
2.	\$5000	7.	\$2500	12.	\$1700	17.	\$1000
3.	\$4000	8.	\$2300	13.	\$1650	18.	\$850
4.	\$3500	9.	\$2200	14.	\$1600	19.	\$800
5.	\$3000	10.	\$2000	15.	\$1500	20.	\$750

Any full-time cars who do not finish in the top 20 qualify for year end points payout

There is an 80% participation requirement to qualify for this plan.

19.2 Additional bonus money and/or awards could be distributed to participants either at each show or post season or both, based on criteria negotiated with the providers of the funds.

20. QUALIFYING

21.1 Drivers will draw for their starting positions in time trials based on their finish at the last meet. The draw will take place at the beginning of the drivers meeting. The winner of the most recent meet will draw first, second place finisher second, etc. New drivers, or drivers who missed the most recent meet, will draw in order by points standings, high to low, following the finishers from the last meet.

21.2 There could be instances where a driver may be excused from the drivers meeting (replaced by the spotter or crew chief with no draw privileges) provided it is agreed between the driver and the race director prior to the beginning of the meeting. Such happening would see the car time trial first or last as described in 21.3, 21.4.

21.3 Drivers not at the drivers meeting, when their turn to draw is called, will time trial first and only get one timed lap. A driver whose car did not report to technical inspectors prior to going onto the track for practice will time trial first and only get one lap. Should the same driver miss the drivers meeting on the same day he will be denied any timed lap and will be positioned last in a heat.

21.4 Should a car legitimately break (and be confirmed by tech officials) before going on the track for its time trial attempt, it will be allowed to make repairs. If the repairs can be completed and the car is in the staging area prior to the last car finishing its timed laps, the car in question will be allowed one timed lap. *All cars subject to a "one and done" in sections 14.1, 21.2 or 21.3 will start from a dead stop at turn three and take the green its first time under the starters stand.*

21.5 Cars will get two timed laps with the better lap being their official time. At the completion of their timed laps, all drivers will return their car to pit road and park in single file. Cars will be released at the discretion of officials. A predetermined number of the fastest time trialing cars (see section 21.10) will be shuttled to the front stretch immediately following the final timed lap. Should two cars have the same best time, the fastest (other) lap between the two will be used. Should they still be tied, the car that timed first will be placed ahead unless it is for the final spot in the dash when both would be put into the dash draw. Group qualifying may be examined.

21.6 Should a car fail to complete a green flag lap in time trials it will start its heat race from the scratch position. Should a car break after going on the track for its time trial, it's time trial will be considered complete whether or not the car has taken a green flag.

21.7 Cars must lineup and time in race ready trim. No battery chargers, tire or oil warmers, etc. permitted. Cars will race the Dash for the Pole with no physical changes to the car (including removing tape). Tire pressures may be adjusted.

21.8 The top qualifiers from time trials will draw on the front stretch for their starting positions in the Dash for the Pole, based on time, with the fastest time trailer drawing first, second fastest second, etc.

21.9 Non-qualifiers from the time trials will start their qualifying heats based on their time, straight up. Odd-numbered positions in time trials will make up one heat, and even numbered the other heat (based on two heats).

21.10 Qualifying formats are determined before the beginning of the racing. They are based on the number of entrants able to compete at the time of the draw. Heats and dash are 10 laps each.

<i># of Cars</i>	<i>Qualifies to Dash</i>	<i># of heats</i>	<i>Qualify from each heat</i>
15 or less	10 to dash	2 heats	all cars
16-18 cars	10 to dash	2 heats	all cars
19-21 cars	10 to dash	2 heats	all cars
22-24 cars	10 to dash	2 heats	all cars
25-26 cars	10 to dash	2 heats	All cars
27-28 cars	10 to dash	3 heats	3 from each
29 or more cars	10 to dash	3 heats	3 from each

21.11 A “B” Feature will only be run if more than six (still running) cars have not qualified through the heats and dash. The “B” feature lineup will be straight up based on the finish of the heats. Six to eleven cars lined up for the “B” Feature will be 10 laps; twelve or more cars 25 laps.

21.12 In place of qualifying through heats, and/or by handicap, there could be occasions where qualifying could be determined by other means. Competitors will be informed of any changes to qualifying or race procedures prior to the start of the racing.

21.13 PROVISIONALS

21.13.1 26 positions are available in the feature lineup. 22 cars will qualify through the dash, heats and “B” feature. Positions 23 to 26 will be MPST provisionals. At NBIS, position 24 will be available to the *top non-qualifying full time weekly Pro Stock*. Additional tour positions could be added by MPST. Any additional track provisional requires a mutual agreement between track operator and MPST officials. Provisionals will not be charged to any car if there are 26 or fewer participants at the event or if it is announced at the drivers meeting that all cars make the show. Certain conditions could apply beyond a specified position. *Any car requiring a provisional to make the main feature must race the “B” unless it is verified by the technical officials that it is unable to compete.*

21.13.2 Each car begins the season with one provisional. On a cars *fourth, seventh, and tenth* race of the season, it will add one additional provisional. Provisionals can be banked throughout the season. They cannot be carried forward into the next season except for full-time cars from the previous season (*80% minimum attendance*) which can carry one forward to be added to their total for the current season. They cannot be used ahead of eligibility. *Any cars added beyond 25th may have to meet certain criteria (e.g. stay on the lead lap, not be involved in a caution, maintaining minimum speed and respect other competitors).*

21.13.3 Eligible tour cars will be awarded provisionals based on points standings.

- The first race of the season, provisionals will revert back to last year’s points.
- In week two, two provisionals will be available to full time cars from last years’ points that participated in race one. Two provisionals will also be available to cars from the points following race one of the current season.
- Starting in week three, all provisionals will come from the current point standings.

The number of available provisionals any car may have accumulated will have no bearing on getting a provisional. Each car can only use one provisional at any one meet. Cars receiving a track provisional must meet same criteria as tour cars except *tour* point standings.

21.13.4 Cars may be offered a "START and PARK" option if officials determine the field is full and they have not yet made the main feature lineup. Cars on this option will not be charged with a provisional. They can stay in the race so long as they remain on the lead lap, are not involved (regardless of who or what caused) in a yellow flag situation, or do not run interference to any lead lap car. They will be credited for whatever finishing position they earn. Full time cars get the first option. This option is not available with a 25 lap "B" Feature.

22. LINEUPS AND ATTENDANCE

22.1 Cars will be lined up for time trials and all races in their proper starting order. Any car called to the lineup that does not come immediately will be positioned at the discretion of the pit steward. Time trial lineup will begin immediately following the drivers meeting. Cars not ready at that time could be treated as described in 21.8 (last and one lap) for the first offense of the season and 21.2 (first and one lap) for any subsequent offenses.

22.2 Any car that has broken in practice will be considered a bona fide participant. It will count as far as bonus awards and tow money are concerned provided the race director accepts the breakdown as legitimate.

22.3 The race that a car is listed as being eligible for is the only race it may enter. No car may join a different race. No car may "Hot Lap" at the rear of a race EIRI.

22.4 Lineups will be determined from the list of cars that have checked in by the deadline time (60 minutes before the posted race time). Any car that checks in after the deadline time must be inspected (EIRI). The "buddy system" can be used for check-in at the MPST trailer.

22.5 Lineups will be listed on the pit lineup board at the MPST trailer. Drivers are responsible for knowing which event they are in and for getting to the lineup area on time.

22.6 Cars that do not make it onto the track and past the start/finish line before the leader completes one lap shall not be credited with entering that race. Late entries, entering the racing surface before the green flag is displayed could be placed at the rear of the field.

22.7 Any car not in the Main Feature starting lineup prior to the beginning of driver introductions will wait on pit lane until the on-track activities are complete before entering the racing surface. He will then join the rear of the field EIRI.

23. PRACTICE

23.1 Only one division will practice at one time unless otherwise indicated by the official in charge.

23.2 Cars waiting to go on the track will line up on the pit line-up road.

23.3 Pre-race day practice (day before) at the participating facility could be subject to authorization from MPST, depending on arrangements made with that track. Pre-race day practice could be tied to such things as showing cars or driver appearances.

24. RACE PROCEDURES

24.1 The race director and/or flagman shall enforce flagging and track procedures. Anyone disobeying or ignoring outlined procedures or a flag could be subject to disciplinary action.

24.2 Green Flag - When the green flag is displayed by the starter, cars must maintain position until they have crossed the starting line or a designated position on the race track, to be made known to the competitors in the pre-race drivers meeting. The first place car should determine the start or restart if he maintains reasonable speed and holds the field. Minimum and maximum speeds could be used for lead cars on starts and restarts. False starts will be yellowed and all cars will be expected to return to their start/restart lineup immediately. Those deemed to be responsible for the false start might be penalized at the discretion of the officials. Cars that do not maintain speed through the field could be warned, penalized over the radio, or at the next restart, or at the end of the race, or could be singled out by the race director as passable before the start line.

24.3 Yellow Flag - Will be displayed when, in the opinion of officials, there is no immediate danger to anyone in competition and the field must be slowed to enable removal of debris or to facilitate cleanup. Once the yellow flag is displayed all cars will slow immediately, hold their position, and move into single file before they cross the start/finish line. Cars that do not slow down and get into line once the yellow is displayed, or cars that continue to race back to the start/finish line could be penalized at the discretion of officials. The only exception to racing back to the yellow flag (*qualifying races only*) would be if the leader has already taken the white flag. Only then, would it be permitted to race back to the yellow and checkered flags. Should the last lap yellow/checkered situation occur, drivers are expected to exercise caution.

The Main Feature *should* not end under caution. There will be a minimum of two laps (green, white, checkered) to end a Main Feature. There could be instances where officials decide the next green will be the final attempt.

24.4 Red Flag - Is displayed when officials want the race to stop immediately. Should a red flag be displayed after the leader has taken the white flag the race could be restarted or if the red and checkered flags are displayed the cars will be scored as they took the white flag. Cars involved in bringing out the red flag will be placed on the rear.

24.5 White Flag - Indicates the leader has started his final lap of competition. All other cars will be shown the white flag to indicate their final lap regardless of how many laps they have completed. No car may receive assistance on the white flag lap to gain *or maintain* a finishing position. (E.g. getting pushed across the start/finish line).

24.6 Checkered Flag - Indicates the completion of the race.

24.7 Black and Orange Flag - Is shown to a competitor who is having apparent mechanical difficulties (e.g. gas leak, body parts, hood up, oil leaking, wheel pointing in the wrong direction, etc.). The competitor must go to the pits. Should he be able to make repairs, he can rejoin the field at any time during the race. Ignoring the Black and Orange flag could result in a Black flag.

24.8 Blue with Orange/Yellow stripe - Indicates the leaders are approaching. Drivers are expected to be courteous and observe this move-over flag and not run interference to the leaders.

24.9 Black Flag - Indicates a driver is under penalty. If, in the opinion of officials, the black flag was thrown because of over-aggressiveness or impatience on the part of the driver, the car may be allowed to continue once it has worked its way toward the rear of the field. A driver should immediately pull to the inside or outside of the track. Should the crew be able to communicate positively to the driver, often he simply has to find the rear of the field, or fall in behind a particular car and then proceed. This use of the black flag could be given for such things as not holding your position on a start or restart, racing through the infield, entering or re-entering the track with little or no concern for competitors who remained on the racing surface, spinning someone out and he gets going without bringing out a yellow. If, in the opinion of officials, the black flag was thrown for a deliberate unsportsmanlike maneuver the offending car and driver could be disqualified for that race, that meet, or additional meets and be subject to further action by MPST Ltd. Should a driver ignore a black flag, further disciplinary action could result.

24.10 Should a car and/or driver receive several black flags for rough riding throughout the season, the car and/or driver could be penalized or suspended for an entire meet or longer.

24.11 Black flag penalties could result in a loss of positions, awarding of last place points and money for the effected race or meet, no points and/or money for the effected race or meet, and/or further action by officials.

24.12 *Cars not capable of running within two seconds of the leaders pace for five consecutive laps could be parked. Cars that are deemed by officials to be unable to gain any positions by remaining in the race could be parked.*

24.13 *A part-time car in the pits and down several laps may not be allowed to rejoin the field without consultation with officials and an understanding between the two parties that the car cannot significantly improve its position, is not running for points, and will not interfere in any way with competitive cars. Competition tires, ignition box and transponder must remain on car.*

25. RESTARTS AND RESTART LINEUPS

25.1 Whenever the yellow flag is thrown, cars are expected to stop racing and slow down immediately, hold their positions, get into single file as soon as possible, and continue back to the start/finish line. Cars, which make it back to the start/finish line without incident, will be lined up according to their last completed lap. Cars, which brought out the caution, were part of the incident, or did not get back to the start/finish line with the field to take the yellow, will be added to the scoring lineup and placed at the rear of the field (not the rear of the lead lap cars). Once the yellow flag is thrown there will be NO passing coming back to the start/finish line unless it is the final lap of a *qualifying* race (Sec. 24.3). A car, which may have contributed to the situation and not lost positions, could be subject to disciplinary action. *On both red flag and yellow flag situations, lineups will be determined from the last completed lap.*

25.2 There could be times where cars are lined up using the restart lineup.

25.3 Cars, which cause two or more yellow flags in any race, may be parked. Any competitor who intentionally causes or attempts to cause a yellow flag by stopping, spinning out or other action could be subject to disciplinary action. Such action could include the loss of laps or positions.

25.4 On restarts cars will be lined up in the order they crossed the start/finish line on the last scored lap, regardless of what position they may have in the race (qualifying races only). Restarts will see the cars (lead lap or lapped) be double file. In the Main Feature lapped cars, which were not involved in the caution or did not pit, must start behind the lead lap cars, in their current scored position (1 lap down ahead of 2 laps down ahead of 3 etc.). Lapped cars are expected to drop to the rear of the lead lap cars and be prepared to line up as instructed and in a timely manner. Failure on their part to do so could result in a start at the rear of the field. Cars involved in the caution or cars returning from the pits will start at the rear of the field regardless if they are laps down or on the lead lap. Lapped cars could be required to have maintained a minimum speed for several laps prior to a caution in order to stay in line and not be placed to the rear on restarts.

- The Back In the Race Award is available in the Main Feature only prior to 20 laps to go to the finish.
- The first eligible car is the only car with an opportunity to receive the award.
- Only one car per caution is eligible for the award. If that car disqualifies itself from eligibility for the award no other car will become eligible on that caution and the car that rendered itself ineligible may be denied further eligibility for that event and will be moved to the rear of the field for the restart.
- An eligible car will be not more than 1 lap down to the leader.
- The eligible car cannot be involved in nor have caused that caution.
- The eligible car cannot pit during that caution or a subsequent caution on the restart.
- A car that has received any lap penalty in a Main Feature will be ineligible for the award for the entire event.
- As soon as the caution is displayed the scorer will determine who the recipient is. The recipient will immediately pull to the front of the field and drop in front of the leader and behind the pace car. Once the lead lap cars are lined up, the scorer will tell the recipient's spotter to direct his driver to pull high on the racetrack and wait for the field to go past and fall into the proper position. The recipient will NOT go around the pace car, and will get into his position in a timely and uneventful manner.
- Should the recipient have any mechanical issues (e.g. need to pit, overheating, bad clutch, or other mechanical issues) that prevent him from staying behind the pace car, the recipient's eligibility for the award could be denied. Should the spotter and driver not be able to make all of this happen, they may be denied the opportunity and sent to the rear of the field, still one lap down with no further opportunities at the award for the remainder of the event. No other car will become eligible for the award on that caution. On-track officials will not be responsible for relining the recipient.
- On a restart the entire field must complete one lap before the award is available (twice under the starters stand).

25.5 Once the field has been lined up, should someone pull out of the lineup, the remainder of the field simply moves ahead. If the field is doubled up, the row that the car dropped out of moves up. No criss-crossing is to take place on the track. Should a lapped car pull out of line and choose the rear following the doubling-up, it could be placed at the rear for each subsequent restart that day.

25.6 The green flag lap on a main feature restart will count as a completed lap. Cars in the main feature returning from the pits under yellow, must take the green flag on a restart (be ahead of the leader on the second scored lap following the restart) to avoid losing a lap in the pits. A subsequent yellow (wreck at front of field in turn one before entire field has taken the green) on the green flag lap could see that lap erased. Once the *field* has taken the green for a restart, should the yellow come out for any situation other than a false start, the lap will count as a completed lap.

25.7 Any car coming out of the pit area and joining the field prior to the restart lineup being completed must wait at the track entrance until the field is completely lined up and/or he is invited to join the field by the officials. Ignoring the officials' signal could result in a "stop and go" penalty or see the car sent to the rear of the field. A lead lap car coming out of the pits with less than 20 laps remaining (main feature only) would join the rear of the lead lap cars provided the field has not been *doubled up*. Should a lead lap car draw an intentional yellow (in the opinion of officials) it will start at the rear of the field, not at the rear of the lead lap cars, on the restart and could be further affected by sec 25.3.

25.8 The yellow flag will remain out for a minimum of 4 laps, unless the race director calls it a "quick yellow". In that case, the race would resume as soon as possible. Once the starter has given the "one to go" signal to the field, the yellow flag will not come back out simply because a car went to the pits late.

25.9 Cars must hold their restart position and formation until they have passed the starting point described in section 24.2.

25.10 The leader must maintain a minimum and maximum speed until he gets to the starting point or line. No slowing down and powering away. No speeding up until the starting point or line. The outside car shouldn't go before the leader of the race. In the event of a false start the car or cars involved could be sent to the rear of the field or the back of the lead lap.

26. COMMUNICATIONS

26.1 Cars **must have** two-way communication and must provide their frequency to MPST officials. Frequency must be scanner friendly (it must be able to be monitored by multi-channel scanners without alteration to the scanner.) One crewmember must monitor officials at all times during the race in which the car participates. Instructions, lineups, penalties, general information could be broadcast over the radio, and the driver would be expected to follow through. Failure to follow broadcast instructions could result in penalties at that point or later. 100, 400 and 800 VHF or UHF frequencies only. No 900 or any other frequencies.

26.2 All cars participating in the Main Feature must have an approved spotter with a listening device listening to the officials and two-way communication to the driver. This spotter must report to a designated area prior to the start of the Main Feature and remain there until released by the spotter official.

27. OTHER SITUATIONS ON TRACK

27.1 Cars may pit at any time and must maintain a pit speed that is acceptable to officials.

27.2 Cars re-entering the track from the pit area, under green-flag conditions, must do so in a safe manner. They must allow the field to pass safely and remain on the high (or low) side of the track until they are up to speed and can blend in with the remainder of the field. Failure to maintain a safe speed in the pit area could result in parking of your race car for the remainder of the event.

27.3 Any driver, who in the opinion of officials, intentionally hits another car after the race is over or in a yellow or red flag situation, could be placed in the Penalty Box (Sec. 24.9), and/or temporarily held in the tech area, and/or disqualified from the race in question or the entire meet, and could be subject to further action at the discretion of MPST officials.

27.4 Ill handling cars or any car that is deemed to be causing unnecessary interference to the rest of the field will be at the discretion of the officials.

27.5 Crew members should remain in the pits at all times unless otherwise directed by officials. Cars on the track under yellow flag conditions that receive assistance (push truck, tow truck, official, crewmember, driver, etc) will be treated as if they made a pit stop and placed at the rear of the field. Cars on the track under a red flag situation that simply require a push (human or vehicle) to get them restarted once the red flag situation ends will resume their place in the field.

27.6 If a car catches fire, usually, the safest course is to drive into the infield to allow safety crews access and increase driver safety as he exit's the car.

27.7 Following the completion of each race, all drivers, except the winner and any others directed by officials, shall proceed around the track and enter the pit area slowly. Speeding or imprudent driving in the pit area at any time will not be tolerated.

28. DRIVER INTRODUCTIONS

28.1 Racecars and drivers will proceed to the front stretch and park, as directed by officials, in an orderly fashion. Driver should keep fire suit fully fastened, place helmet on the roof of the car, and stay by the drivers door of their car. When their name is called they should wave to the crowd and shake the hands of the people in the reception line.

28.2 Only one crewmember per car will be allowed on the track with the car during the entire Driver Introduction Ceremony.

28.3 Where pits are in the infield, pit crewmembers should stand side-by-side facing the flag while the national anthem is being played.

28.4 Following the national anthem, the driver will belt into his car and wait for the command to start engines. Once the driver is ready, the crewmember on the track with the car will raise one hand in the air.

29. VICTORY LANE

29.1 The top three finishers will stop on the front stretch in the designated Victory Lane area. The drivers will be available for interviews over the PA system, and with the media, as directed by officials. The top three drivers will be available for photos wearing hats as supplied by sponsors.

29.2 No crewmembers can approach a car on the racing surface, before, during, or after an event, without the presence of, and permission from, an official. One crewmember will be allowed to check tires (only), with the assistance of one jack man, on the track in Victory Lane following the main feature, after receiving permission from the official assigned to that car. No /one else is allowed near the car until the driver has gotten out. Should the driver need assistance, he will get it from the attending official. Once the driver is out of his car, the drivers' side window net must be fastened in place.

29.3 Should the checkered flag not be returned to MPST officials following victory lane ceremonies, the winning car, or any other if it is determined they misplaced it, will have \$50 deducted from its payout for that race.