

***2016 NSL 410 Rules –Sprint Cars**

*Situations may arise that are not precisely covered in this rule book.
All rulings and interpretations of the rules included herein will be made by
NSL officials and these judgments will be final.*

Disclaimer

The rules and/or regulations set forth herein are designed to facilitate the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition for all events, and by participating in these events, all participants agree to comply with these rules and regulations. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS. They are intended solely as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators, officials, or others. The Race Director shall be empowered to permit any reasonable and appropriate deviation from any of the specifications and procedures herein, or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM ANY SUCH DEVIATION OR RESTRICTION OF THESE SPECIFICATIONS, RULES OR PROCEDURES. Any interpretation of, or deviation from, these rules is left to the discretion of race officials. THEIR DECISION IS FINAL.

Table of Contents

Page

Disclaimer, Table of contents.....1

Chassis specifications, 410 Weight Rule, 410 Engine Rules, Fuel Tanks2, 3

410 tire Rule, Wings, 410 Side Boards4, 5

Front Wing all classes,.....6

Safety and Specifications for Bolts, Torsion bars, Numbers, Mufflers, Headers, Brakes, Wheels, Tires, Bumpers, Front Axle Tethers, Nerf Bars, Hoods, Body Side Panels, Drag links, Floor pan, Carbon Fiber, Traction Control, Driveline, Fuel, Seatbelts, Drivers Safety Equipment, Cars Safety Equipment, Seats.....7, 8, 9,10

Sportsmanship, Technical inspections11

Scaling procedures, Protests, Additional Safety Rules, Drug and alcohol Policy, advertising release.....12, 13, 14, 15, 16

410 Sprints (410.00)

**Special enforcement areas

CHASSIS* – Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. Sprint cars only – no dirt champ cars please. Wheel base no less than 83” and no more than 90”. No elliptical tubing used on or as part of the main frame structure. Slip-tubing is not allowed in the chassis construction. This includes safety bars. Any existing slip-tubing must either be replaced, welded or bolted by the first 2016 event. Bolted tubing must use a minimum 5/16” grade 8 bolt with a locking type nut. No split lock washers. No slotted drilling. Existing slip-tubing with a working, integrated clamping system may be used when located forward of the rear motor plate. Such clamping systems must be approved in writing prior to being introduced into competition. Current approved clamping systems: Maxim

The following measurements are minimum, suggested material: 4130 normalized.

TOP RAILS: 1 ½" x .095

BOTTOM RAILS: 1 3/8" x .095 or 1 ½ " x .083

ROLL CAGE UPRIGHTS: 1 3/8" x .083

ROLL CAGE TOP CROSS MEMBERS: 1 ½" x .095

UPPER RAILS: 1 3/8" x .083

REAR END SAFETY BAR (mandatory): 1" x .083 or 1 ¼" x .065

BRACE: 1 ¼" x .065

No additional anti roll/weight transfer bars on the racecar.

WEIGHT RULE** – Weight rule for the 410 class is 1400 lbs, including the driver, at the conclusion of the race. Cars not making weight will be penalized to last in that event. Any bolt on weight must be painted white and the car number must be on the weight. Loss of any bolt on weight during competition will disqualify the individual from that event. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. Place in approved only mounting points behind the radiator and in front of fuel tank. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications.

ENGINE RULES**- Only small block V-8 engines with the cam in the block and a maximum of 410.00 cubic inches of displacement (tolerance + 0.000) will be permitted. The formula $6.2832 \times \text{bore}^2 \times \text{stroke}$ will apply. Big block engines will not be permitted. The engine must be mounted in-line with the driver and the drive-line must pass beneath the driver on center through the driver compartment. Offset engines and/or offsetting the position of the engine will not be permitted. The engine block and cylinders must be machined from cast aluminum. Billet machined blocks and/or cylinder heads will not be permitted. Engines with the magneto and/or distributor in a forward mounted and/or front mounted position must be approved prior to competition. Only normally aspirated engines will be permitted. Turbo chargers, super chargers and/or forced induction of any type and/or description will not be permitted. The maximum engine cylinder bore size shall be 4.165. All engine cylinder sleeves (inserts) must be machined from an iron and/or steel alloy. Titanium crankshafts, connecting rods and/or rod caps will not be permitted. Two (2) valves and one (1) spark plug will be permitted per cylinder. Cylinder heads must retain a traditional valve pattern. Rotation of the valves will not be permitted. Cantered or splayed valve cylinder heads must be approved prior to introduction into competition. Only steel connecting rods with a maximum length of 6.000 inches will be permitted. All oil pans must have an inspection plug. The inspection plug must be a #12AN fitting or 1.00" pipe plug. In the event that an engine does not have an inspection plug the oil pan must be removed for inspection prior to competition. Only throttle plate (butterfly) and shaft throttle body styles with round circular bores will be permitted. The maximum throttle bore as measured at the throttle plate (butterfly) may not exceed 3.000 inches in diameter. Slide plate, rotary cylinder, and/or other styles must be approved prior to competition. Carbon Fiber manifolds and/or any other injection type pieces manufactured from carbon fiber will not be permitted. (Does not include stacks). Only 16 fuel nozzles, utilizing two (2) per cylinder will be permitted. One (1) nozzle must be placed in the cylinder head and one (1) nozzle must be placed in the injector. A minimum of two (2) throttle return springs must be used to mechanically return the throttle to a fully closed position. Only magneto-type ignitions will be permitted. A single crank-trigger type system will be permitted as a backup ignition system. One (1) switch that alternates the current between the magneto and the crank trigger may be mounted to the dashboard within the driver's reach. Multiple coil-pack ignitions will not be permitted. Steel and stainless steel headers will be permitted. Titanium headers will not be permitted. **(430 cubic inch engines removed from competition.)** **LS engines:** LS Engine rules are provided in a separate package of rules available from approved engine builders.

In the event that there are new engine components and/or a new engine configuration they must be submitted for approval to Knoxville Raceway & NSL prior to being introduced into competition

***FUEL TANKS** – All fuel tanks must have a bladder. Fuel tanks must be securely fastened. Any means of mounting the tank must meet the approval of the officials. Fuel cells cannot be altered or modified and must be one-piece construction of cross-link polyethylene plastic. 33 gallon cells are strongly suggested. Tank used for qualifying must remain for all events.

****TIRE RULE 410 CLASS**

NSL Officials will mark the RR tire after qualifying. Teams must run this marked RR tire in the A main. Teams may change to any legal RR tire for their heat race and/or C main or B main. Cars transferring from the B main to the A main must use the tire they qualified on (time trials) to keep their transfer position. Procedural rules regarding tire changes and other information will also be posted at all events **and may be amended at any time. No tire prep chemicals or tire softeners allowed. See pg. 12.**

Hoosier Racing Tires on all four corners

Fronts: 85/8.0-15 D12, D15, D20

Left Rears: 15.0/90-15 H12, 15.0/92-15 H12, H15, 15.0/94-15 H12, H15, 15.0/96-15 H12, H15

- **Right Rears: 105/16.0-15 H15, H20, Medium, 2016** For the 2016 racing season a Hoosier 18" tire (W18) will be added to the current approved tires.
- **Tire use rules may be changed according to the rules of the sanctioning body for that event, providing NSL Officials approve the changes.**
- Right rear wheels may be changed as long as tire is the same.
- NSL officials will mark tires after time trials. Any tampering with the stamp will result in disqualification.
- In the event track conditions warrant, and or special races, NSL officials may waive the tire rule for the evening's program.
- Non-repairable punctured, sliced and/or out-of-round marked right rear tires may be changed to a used right rear tire of the same size and compound (with no signs of being new) and remarked. The damaged right rear tire will be confiscated. The new tire must be of the same compound.
- Cars may not race with a flat tire on either rear position or the right front. Left front tires that are off the bead will be sent to the work area.

****WINGS 410 Top Wing**

Center Foil maximum size of 25 square feet with a maximum width of 60 inches. **Center Foil must be square or rectangular in shape with all 4 corners set at 90° angles with no variance allowed. Center Foil top is to be flat from front to back and side to side.**

Center Foil shall be fully sheathed in aluminum. **Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.**

Maximum 2" removable wicker bill may be mounted on the rear edge of the center foil. **Wicker bill must be 90 degrees to the top of the Center Foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.**

The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. **Only one slider mechanism allowed on top wing, allowing adjustment forward and backwards only.**

Center Foil thickness cannot exceed 9 inches. Underneath side of Center Foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.

No foils or rudders will be permitted anywhere on the top wing.

****410 Wing Side Board Panels**

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

b) No aero section side panel brace material allowed.

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

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

Front Wing side boards maximum size, 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the side board front edge. Sideboards may have front, back, top and bottom turnouts of no more than 1/2 inch. **Panels must be mounted parallel and square to the Center Foil with no more than 1.5" (1½") of turnout as measured from the Center Foil.**

Front Wing: All Classes*

- a) Center Foil maximum size of 6 square feet with a maximum width of 36 inches.
- b) Center Foil shall be fully sheathed in aluminum. No vent holes allowed.
- c) 1" wicker bill allowed on any front wing.
- d) Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- e) The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
- f) Center Foil must be one piece. No split or bi-wings will be allowed.
- g) Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.
- h) The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
- i) No moving parts allowed on or in foil structure.
- j) The 5" section located at the rear of the front foil must not have a bell/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 ½ inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blue print specify 11/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8-inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).
- k) The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches. 5" for flat center foils.
- l) No rudders or fins on Front Wings.

NSL Safety Rules

These rules are intended to make racing as safe as possible. However, there is no guarantee that an incident will not occur even if you follow these rules to the letter. Thank you for your cooperation.

Other Parts and Safety Specifications:

***BOLTS-** No hollow or drilled out bolts anywhere.

***SHOCKS**-** No cockpit adjustable shocks. **No Electronically adjustable shocks** Currently the only approved thru-rod style shocks:

- Penske PS-7700T

***TORSION BAR** adjustments from the cockpit are not allowed.

* Torsion bar stop and arm locks are required on both front bars.

1. Torsion Arm Stops
 - a. All cars shall be equipped with a torsion bar stop retainer system on both sides of the front torsion bar.
 - b. Retainer may be rod type with a securing cap or insert with expanding mandrel.
 - c. Current approved:
 1. Moose Block 1200 Retainer Kit
 2. All Star Performance All Star 10730 Retainer
 3. Maring Safety Retainer
 4. Butlerbuilt Mandrel
 5. KKR grove and clip
 6. Kaeding Clip
 7. DMI – T-REX (Torsion Restraint Express System

***NUMBERS** – Those must be visible and neat in appearance. Numbers must be on both the left and right side of the tail as well as the side panels of the top wing. Wing letter minimum sizes, numbers must be at least 18 inches high and letters at least 12 inches high.

MUFFLERS/HEADERS*- when mufflers are mandatory they must meet these rules: Schoenfeld part # 14272735-78. Center opening maximum 7/8". Any muffler and or header that have been altered in an attempt to gain a competitive advantage will not be permitted. Altering mufflers will result in loss of points and all money for the nights event. Only one muffler per header allowed. Mufflers must be welded or attached by approved clamps. Loss of mufflers not properly attached will result in disqualification to the rear of that event. Mufflers may not exceed the maximum decibel (DBA) reading on the tracks DBA meter.

*** BRAKES** – Only steel, aluminum, titanium or carbon fiber brake rotors allowed. Cars may not race without working brakes

***WHEELS** – Maximum right rear width is 18 inches and maximum left rear width is 15 inches. **Must be steel or aluminum only.**

TIRES*- Tire rules are in effect for all classes. Cars may not race with a flat tire on either rear position or the right front. Left front tires that are off the bead will be sent to the work area.

*** BUMPERS** – All rear bumpers must be steel, minimum one inch in diameter, minimum .065 thick. The front bumper must not extend past the more than eight (8) inches from the frame and/or the measurement from the center of the front axle to the front of bumper must not exceed 23 ½ inches.

***FRONT AXLES** - Magnetic Steel Only.
Starting in 2017 the minimum front axle size will be:
2.500" diameter x 0.095" wall and thicker
2.375" diameter x 0.095" wall and thicker

Any axles with .083 material thickness will not be legal for 2016 World of Outlaw shows and the Knoxville Nationals in 2016. They will not be legal in any class in 2017.

***Approved tethers are required.**

Current approved: Butlerbuilt part numbers:

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

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

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

C & R Racing Sprint Car Front Axle King Pin Tether System

Radius Rod Tethers part Numbers

CRA-102-255/265/27/275/28-a

King Pin Tethers are mandatory unless otherwise stated by NSL Officials prior to event.

CRA – 103 – 53 – A

CRA – 103 – 54 – A

CRA – 103 – 55 – A

The approved tethers may be revised from time-to-time with additional approvals and/or other changes to the approved list.

* **NERF BARS** – Steel only.

* **HOODS** – All cars will be required to run a full sprint appearing hood. Hood must extend to the front torsion tubes or a similar location on coil-over cars. While the hood may be a multiple piece design it must appear to be one continuous piece. Hoods and nose pieces may not extend above the frame and or roll cage to create any additional aero effects. Air induction areas of the hood may be subject to inspection regarding aero effects. Wedges and/or foils underneath the racecar will not be permitted.

BODY SIDE PANEL* – Panel opening on the right side must have minimum opening of 10" by 21". Maximum distance from frame is 7". Radius rod protectors will be permitted. The maximum protector vertical opening will be 10 inches in height by 24 inches long and it must not extend more than 3 ½ inches from the outside edge of the bottom frame rails.
M.) A maximum 1 ½ inch wide by 20 inch long exhaust fume deflector, located on the bottom side-body panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees. Elbow room alterations must be limited to the area between the roll cage and not be designed to trap or deflect air in order to gain a competitive advantage. We suggest that any side panel configurations beyond the normal appearance be pre approved by NSL Officials. All other side paneling must be fabricated flat and must not extend past the outside edge of the frame rails more than the thickness of the paneling material.

* **DRAG LINKS** – Drag links must utilize an approved tether fastened to the frame. Captured steel heim ends and 1" diameter steel construction with .058 sidewalls is suggested for drag links and tie rods. World of Outlaws rules require steel components and tether.

* **FLOOR PAN** – Steel or aluminum only. Wedges and/or foils underneath the racecar will not be permitted

* **CARBON FIBER** – Except for brake rotors, no carbon fiber parts allowed in the suspension or drive line. No carbon fiber engine sleeves.

* **NO TRACTION CONTROL DEVICES****- NSL reserves the right to inspect any part or perform tests on any electronic or other device on the race car at any time. Any team found with a traction control device shall be disqualified from that night's events. Additional penalties may be enforced. NSL may impound any electronic component for further analysis at any time during an event. Components being but not limited to wiring, ignition systems, ignition boxes, tachometers etc.

* **DRIVELINE SYSTEMS** – All cars must utilize either a driveline strap or a driveline hoop restraint constructed of .065 steel either welded or bolted to the chassis. Metal hoop restraints must react positive to magnet testing. The rear cross member must be constructed of 1" x .083 or 1 ¼" x .065. The rear cross member or rear end bar should be mounted below the lowest part of the seat. Additional material should be added to the seat crossbar for added protection. Tethers should be considered in this area if additional room for steel protection is not available. Driveline U-Joint scatter shields, steel torque ball housings, minimum .120 thick and or torque ball U-Joint containment blankets are required. New products are being developed for added protection in these areas. We will be updating these rules for driveline restraint systems.

* **FUEL**** – Methanol or ethanol fuel only. It will be the responsibility of the participant to remove any cover or cap on the tank for the purpose of obtaining a sample for a fuel check. If the fuel tests indicate the presence of additives, the competitor will be disqualified for the remainder of the evening and all points and money earned will be forfeited to the point fund. Fuel checks may be run anytime during the events or following the feature.

* **SEATBELTS** – Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacturer). Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. In any type of manufacturer's installation the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.

* **DRIVER'S EQUIPMENT** – The driver's suit should be constructed of multi-layered fire retardant material. (SFI 3.2A/5 label) NSL reserves the right to reject any driver's suit it deems unsafe. Nomex underwear and socks (SFI 3.3) are suggested. A head sock is also suggested. Driving gloves and racing shoes (SFI 3.3) are strongly suggested. NSL reserves the right to inspect any helmet for cracks or structural damage and reject same if necessary. ***All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005/2010 label.***(*FIA and Snell dates may be updated in these rules at a later date*). A head and neck restraint along with arm(s) restraints are strongly suggested.

*** CAR'S EQUIPMENT** – Use a securely fastened steering wheel with a quick disconnect for easy removal. No aluminum rear bumpers, or nerf bars. All roll cages must be higher than the driver's helmet. Opening on left-hand side of cockpit must be a minimum of 14 inches. Head and neck restraint systems are strongly suggested. These systems should be properly mounted and connected according to manufacturer's instructions. The device should meet SFI 3.3 specifications and display a valid SFI 3.3 label.

*Cars must maintain a minimum wheel base of 83 inches, maximum wheel base of 90 inches. No pop rivets or cotter keys to be used to fasten wings, bumpers or nerf bars to race car. You cannot race without a hood. If you lose a rear bumper you may continue the race unless the car is stopped. If a red occurs you must repair or replace the bumper in the allotted time before you can restart. No mirrors of any kind. A rock screen is strongly suggested.

*** SEATS** – FIA and/or SFI rating recommended. Aluminum or carbon fiber allowed, mounted according to the seat and chassis manufacturers recommendations. The following seats are approved for competition. The rear cross member or rear end bar should be mounted below the lowest part of the seat. Additional material should be added to the seat crossbar for added extra protection.

- a.) Butlerbuilt – Advantage, EZ Series
- b.) The Joie of Seating – SPR01, Full Custom
- c.) Richardson – R39, R39 Deluxe
- d.) Fiberworks – SCS
- e.) Kirkey – 69, 69 Sprint79, 79 sprint
- f.) Ultrashield – VS Halo – 72000, 720000, 75000 and 8000 Series
- g.) RaceTech Sprint

All seats may be required to meet the SFI 39.2 specifications. The approved driver's seats may be revised from time-to-time with additional approvals and/or other changes to the approved list.

B.) The driver's left side head rest / helmet surround must extend at least 4"-inches forward from the back of the headrest (where the helmet contacts the back of the headrest). All areas surrounding the head should have padding.

C.) An approved driver's cockpit net is mandatory for the left side if the Helmet head rest / helmet surround is less than 7"-inches forward from the back of the seat. The net must be a minimum of three (3) ribbons and meet the SFI 37.1 specifications, installed per the manufacturer's specifications.

The following nets have been approved for competition;

- a.) Safety Solutions (Sprint Car Net)
- b.) Simpson DN-SPR
- c.) Speedway 91073

The approved nets may be revised from time-to-time with additional approvals and/or other changes to the approved list.

WARNING: DO NOT ALTER TIRES*

Chemical Treatment of Tires: Hoosier Racing Tire strictly forbids any chemical alteration of the tire carcass and/or tread compound such as tire "soaking" or use of tread "softener." Hoosier Racing Tire strictly forbids the physical defacement (removal, altering or covering) of tire sidewall markings in any manner. Failure to comply with this warning could result in premature or catastrophic tire failure and may result in SERIOUS PERSONAL INJURY OR DEATH.

*** SPORTSMANSHIP**** – Sprint car racing is a very emotional sport. Therefore, good sportsmanship is the cornerstone of 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 no matter what or who is involved. We will treat all participants with respect and expect similar treatment in return. Fighting, harassment, or verbally abusing any officials, security, safety workers, firemen, tow truck operators, push truck operators etc, will not be tolerated. Drivers, remember that you are responsible for the actions of your crews. Being in the other competitors pit area is considered already at fault. In an effort to curtail the incidents at NSL sanctioned events, the following system of penalties may be in force:

1. Threatening or obscene gestures aimed at an official or a competitor \$100.00 to \$500.00
2. Foul language directed at an official or a competitor \$100 to \$750.00
3. Rough driving \$100 to \$500
4. Fighting in pits \$200 to \$2000
5. Pushing, shoving or assaulting an official \$500 to \$2000
6. Disqualification may be an additional penalty in the case of flagrant violations. Disqualifications will be for a specific number of race nights. Rain outs will not be included when a penalty involves a specific number of races. Probation periods may also be utilized.
7. Sportsmanship does not just pertain to activities at the track. As a Competitor at NSL sanctioned events you are expected to act professionally at all times. For that reason, the same principles and guidelines found in this Rule Book apply to your activities online. Ultimately, you are solely responsible for what you post online. Before creating online content, consider some of the risks and rewards that are involved. Keep in mind that any of your conduct that adversely affects the NSL, NSL Officials, and or other competitors, may result in disciplinary action up to and including suspension. These rules also pertain to NSL Officials and employees as well.

****Fines and or disqualifications and probation periods will be at the discretion of the Race Director. All fines must be paid before you can return to participation at NSL sanctioned events.**

****ANY CAR, TEAM OR DRIVER NOT MEETING NSL SPECIFICATIONS OR STANDARD RACING SAFETY PROCEDURES AND EQUIPMENT IS SUBJECT TO AUTOMATIC DISQUALIFICATION AND OR FINES IN LIEU OF DISQUALIFICATION. PENALTIES MAY RANGE FROM \$50.00 TO \$500.00 IN THESE INSTANCES.**

****Technical Inspection** – The NSL reserves the right to inspect any part of any race car at its discretion. Any non conforming parts or components may be held for further evaluation. If a part is deemed non conforming, responsibility for proving otherwise rests with the team checked.

***SCALING PROCEDURES:** Additional weight will be permitted, but must be mounted and fastened to the frame and/or chassis in secure manner. All additional weight must be mounted and fastened in the area between the bottom frame rails and axles but mounted no higher than the upper rails. The addition of additional weight during a yellow and/or red flag condition will not be permitted. All additional weight must be painted white and have the car number on it in black numbers.

The scales will be available and open to scale cars prior to hot laps at every event.

All cars will be scaled/weighed after qualifying. At least the top (3) cars will be weighed after A feature events. Drivers will be instructed over the radio if the scales are open for other feature events.

If a car is found to be light during qualifying, then that car will be permitted to make changes. After those changes have been made that car will be permitted to take one lap at the end of qualifying and can earn no position higher than 13th in qualifying time trials.

If a car is found to be light after its respective heat and/or qualifying race, that car will go to a consolation event (B-Main), but keep its times of record from time trials.

Any car that is found to be light after the A-Main, will be scored last, awarded last place points and receive last place money.

Cars must proceed immediately to the scale work area. Crew members and/or other race team personnel will not be permitted in the area and/or to approach the car prior to reaching the designated area until it is weighed and released.

All drivers must remain seated in their typical racing position in the vehicle during the scaling process unless released by Officials. If a driver leaves the car without prior consent it could result in a disqualification from the event in which the car is competing in.

Protests:

- All protests must be turned into the Competition Director in writing within Ten (10) minutes of the end of the race. The protest fee must be paid in cash at the time of the protest.
- Only an NSL member driver and/or an NSL member owner in good standing with the NSL may turn in an official protest. Any refusal of inspection and/or non-compliance during an official protest will result in the disqualification of the protested car and the prescribed penalties. Protests may only be made by teams actually competing in the event.
- Any one team will be limited to a maximum of Two (2) protests in a season.
- If the car protested is found to be nonconforming, the protesting fees will be returned to the team filing the protest less the filing fee and any lab costs.
- If the car protested is found legal, the protesting fees will be released to the protested team less the protest filing fee and any lab costs.
- Any altercation relating to the incident with Officials and/or any other racing participants by the team filing the protest will nullify the objection.

- NSL Officials reserve the right to ask for a legality test at any time (sealed motor and/or otherwise). If through testing procedures a car is found to be nonconforming, responsibility for proving otherwise is solely with the team that was checked. There will be no exchange of money for tests asked for by officials when a formal protest is not turned in.
- NSL Officials reserve the right to accept or deny any protest based on their sole discretion. ‘Grudge’ protests and/or any protest that are ‘not in the spirit of good standing’ will be denied. No protests will be accepted on judgment decisions.
- In the event a car is protested and found to be illegal, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended. Tire protest have different penalties.
- **Protest Fees (Figures In Parenthesis Are Filing Fees)**
 1. Engine (heads and or pan off) \$800 (\$100)
 2. Fuel test \$200 (\$100) lab tests extra
 3. *Other technical protest: \$200 (\$100)
 - * list of other technical protests to be added

**NSL Officials shall have full responsibility for safety rules and regulations enforcement at all events. At the discretion of the Race Director, and or Competition Director, any competitor may be disqualified for rule violations or hazardous equipment or hazardous actions. All race cars are subject to be inspected at any time. If a part is deemed non-conforming, responsibility for proving otherwise rests with the team being checked.

Inspecting and affixing stickers to the vehicle and or parts of the vehicle by the inspector(s) shall mean only that the vehicle or parts is approved for participation in a competitive event shall not be construed in any way that the said parts are considered in any way guaranteed mechanically sound. Be it further declared that the inspector(s) shall not be liable, for any mechanical failures, nor for any losses or injuries resulting from the inspections.

All drivers must be at least 16 years of age, Drivers under 18 years of age must have a signed and notarized parental consent form by the parents or legal guardians and said consent form must be in the hands of the Race Director before participating of said individual will be allowed.

Alcohol and Drug Policy:

**NSL is committed to making racing as safe as possible for its fans, officials and workers along with all competitors. NSL requests the assistance of all of its competitors to effectively eliminate the participation of substance impaired drivers and or crew members. All competitors and NSL officials agree to be bound by, and to comply with these policies at all times during NSL events.

**No alcohol may be consumed by a competitor before or during an event. There is to be no consuming of alcohol by any crew member before or during an event. NSL reserves the right to take action it deems necessary to test for alcohol impairment before, during or after an event. NSL reserves the right to determine that a participant is under the influence and/or physically unfit to participate in an event. This action will be taken in the interest of safety and in the best interest of the sport.

**No use, distribution or sale of illegal drugs will be tolerated at any NSL sanctioned event. NSL can require a participant to submit to a test or tests for the presence of alcohol, drugs or medications if the NSL or any sanctioning body has reasonable suspicion that the participant has violated any part of this policy and is exhibiting impaired or diminished capabilities to perform as a result of using a prohibited substance will be in violation of this policy. A physical field test may be performed by the NSL or if requested, by law enforcement personnel. Any refusal of requested tests will result in the disqualification of the participant from competition.

***Advertising and Release** – In consideration of entering into any of the scheduled events, car owners, drivers, pit-people or agents, agree to permit NSL and its' assigned, the use of their names and pictures and picture of the car for advertising and publicity before and after any event, and to relinquish all rights to any photos or sell the same.

***Situations may arise that are not precisely covered in this rule book. All rulings and interpretations of the rules included herein will be made by NSL officials and these judgments will be final.*

**amendments and or updates may be made to these rules at any time, no changes or additions will affect the intent or decisions based upon these rules prior to any amendments.*