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**These rules are in effect as of November 11, 2019. This publication supersedes all previous rules and rule updates.**

We reserve the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. **ADDING WEIGHT, REQUIRING THE LOSS OF LEFT SIDE PERCENTAGE, WILL BE TOOLS USED BY SERIES OFFICIALS TO MAINTAIN FAIR COMPETITION.** It is the responsibility of each competitor to read and understand the contents of these rules. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the series Race Director shall prevail.

No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of the Series racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which Series events will be governed. The Series Race Director is authorized to decide if an equipment change or modification is an attempt to circumvent these rules. The Series Race Director can and will disqualify a race car in violation of the spirit and intent of these rules. If this rule book does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by Series by passing through prior technical inspections.

The Race Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or 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 these rules is left to the discretion of the Race Director. His/her decision is final.

These rules 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. All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury. The participants, guest and crew members voluntarily assume these risks.

## 2020 Modified Rule Guidelines

**NOTE: Rules Changes are Highlighted.**

### 1 General

#### 1.1 Glossary

##### 1.1.1 OEM

Original Equipment Manufacturer: Manufactured by the original manufacturer.

The part may not be modified in any way that affects the performance specifications.

##### 1.1.2 Stock

OEM, or after-market with performance specifications that are comparable to that of the OEM part.

The part may not be modified in any way that affects the performance specifications.

##### 1.1.3 Technical Discretion

Inspection and assessment according to the spirit and intended purpose of the rules. The spirit, intended purpose, and safety concerns will always override the current wording of the rules.

##### 1.1.4 Abbreviations

**OD** Outer Diameter Tube or hole cross-section diameter measured from the outer edges.

**ID** Inner Diameter Tube or hole cross-section diameter measured from the inner edges.

1.2 All rules are subject to Technical Discretion. If the problem affects performance, a penalty weight will be assigned in a specified position.

1.3 No traction control (TC / ETC) devices are allowed in any part of the car.

## 2 Model

- 2.1 Year 1960 to present.
- 2.2 Wheelbase Minimum 108", both sides.
- 2.3 Includes Factory production complete full parallel American passenger car frames only. Cars with manufactured square tube front frames will not be eligible to receive points.

## 3 Weight

- 3.1 Minimum total 2,500 lbs. car and driver before race.
- 3.2 Maximum left side 58%; Cars with 602 sealed crate motor will be allowed up to 59%
- 3.3 Weights
  - 3.3.1 Each 0 – 100 lbs. of weights must be secured to the car with either two (2) ½" bolts or four (4) ⅜" bolts..l;
  - 3.3.2 Must be clearly marked with the car number and painted white.
- 3.4 Any deviations from these standards will be subject to weight penalties.

## 4 Chassis

- 4.1 Frames may be cut in the rear only at a point no further than 36" from the center of the rear end housing.
- 4.2 No front clip or tube-type allowed.
- 4.3 Frames may not be widened or narrowed.
- 4.4 Right frame rail must be full and complete.
- 4.5 Left side frame rail must be full and complete to the front of the foot box.
- 4.6 A minimum of 4" of the original frame rail must be maintained.
- 4.7 The front cross member may be notched for radiator and/or steering clearance only.
- 4.8 No frame height requirement. Body rake & tread width will be measured at a minimum of 3 ½ inches frame height. Lower cars will be blocked up. Higher cars may be held down for tech purposes.
- 4.9 Maximum overall tread width, front or rear, measured at 3 ½ inches of frame height or above; shall not exceed 79" from outside of tire to outside of tire (measured at the top of the tires.) Tread width may be adjusted according to NSMS designated tires run.
- 4.10 Rear of frame may be altered to accept leaf or coil springs, or full size spring coil overs.

## 5 Suspension

- 5.1 Front suspension must be unaltered OEM, in stock location, and replaceable by stock parts from the same type of suspension, except where specified.
- 5.2 Bottom A-frames must be stock type; must fit in stock frame mounts.
- 5.3 Tube-type upper A-frames allowed and can be moved.
- 5.4 No aluminum A-frames.
- 5.5 Lower ball joints must remain within stock hole.
- 5.6 Trailing arms, panhard bars, and Heim rods must be steel. Dampeners or spring may be used.
- 5.7 Steel Heim rods on tie rods are allowed. After market screw-in ball joints are allowed.
- 5.8 Spindles must be cast steel type only.
- 5.9 No torsion bars allowed in the rear.
- 5.10 No hydraulic, ratchet, or electric weight jacks or wheel base changing devices anywhere in or on the car.
- 5.11 Front sway bar can be stock-type, tube type or 3-piece; may attach in any manner; may not be adjustable while car is on track.
- 5.12 Springs
  - 5.12.1 One steel spring per wheel required.
  - 5.12.2 Coil spring must be at least 4½ " outside diameter.
  - 5.12.3 No coil over assemblies allowed in the front.
  - 5.12.4 Additional springs (any diameter) in other locations are permissible, including bump springs with 3" max length on shock absorbers.
- 5.13 Shocks
  - 5.13.1 No air shocks or air bags allowed. No extreme oversized gas/fluid or piggy-back type reservoirs. No external gas/fluid lines attached to shocks. No added gas, air or fluid chambers.
  - 5.13.2 One shock per wheel only; May include bump stops and bump springs (max 3" tall.)
  - 5.13.3 Additional shocks in other locations permissible.

## 6 Body

- 6.1 All bodies must comply with the Body Dimensions table and diagram (page 8 & 9). Body cannot be longer than 50" from center line of rear end to the rear, and the spoiler cannot be back farther than 48"; must be parallel both sides, and no part of the body can be over 68" wide, including flares etc; cannot vary from top to bottom over 6".
- 6.2 Handmade body parts may be constructed of steel, aluminum, or fiberglass.
- 6.3 The minimum combination of rear tires will be 6" outside of the body.
- 6.4 Firewall and floorboards are mandatory. Front firewall must seal driver's compartment from door to door. No air scoops.

### 6.5 Roof

6.5.1 Must have a roof that meets all **MODIFIED BODY DIMENSIONS**;

6.5.2 Roadsters (cars without a roof) are allowed. Must use arm restraints and cannot have side boards or sail panels. May use a window net on right-side opening. Roadsters limited to a 4" spoiler, but must meet all other spoiler rules. See rule 6.6.7.

6.5.3 Any car with a tear-drop roof are limited to a 4" spoiler, but must meet all other spoiler rules. See Rule 6.6.7

6.5.4 Sail panels must closely resemble examples shown on the body diagram. Any reinforcing lips on the rear of the sail panels must be 180° bends.

### 6.6 Hood

6.6.1 The engine compartment will remain open with no side panels.

6.6.2 Hood sides may have a maximum 4" drop.

6.6.3 The hood scoop height can be a maximum of 6", and must be closed in the rear (does not include air cleaner.)

6.6.4 The hood can only have a 3" maximum rake from front to rear.

### 6.7 Spoiler

6.7.1 A rear spoiler is allowed. Any other spoilers are not allowed anywhere else outside or inside the car.

6.7.2 The blade surface length (including any wickerbills) is limited to 8". Any blade/wickerbill angle configuration is allowed.

6.7.3 Roadsters limited to 4" spoiler, but must meet all other spoiler rules.

6.7.4 Any car with a tear-drop roof is limited to a 4" spoiler, but must meet all other spoiler rules. See Rule 6.6.7

6.7.5 The blade base must attach to the deck lid or platform with no spaces or holes under the blade.

6.7.6 The total height from the ground to the top of the spoiler will be no more than 44".

6.7.7 The blade width may not be more than 67".

6.7.8 The blade base may be mounted further back than the rear of the car (say, with a platform), but may not be more than 48" back from the rear end center line.

Forward braces may be no more than 24" long and must taper down from the top of the spoiler to zero; The blade may be 8" tall measured from the rear deck. The top edge may have a stiffening lip no wider than 1" at an angle of 90° or more toward the back of the car. Any bending or shaping toward the front of the car will be included in the blade height.

6.7.9 A clear lexan rear spoiler is allowed. Any other spoilers are not allowed anywhere else outside or inside the car.

6.7.10 The blade base must attach to the deck lid or platform with no spaces or holes under the blade.

6.7.11 The blade base of spoiler cannot be mounted any further back than 48" from the rear end center line, regardless of the body length.

### 6.8 Bumpers / Nerf Bars

6.8.1 Both front and rear bumpers must be able to support the car when lifted by a tow truck.

6.8.2

6.8.3 Must not have any sharp or protruding edges or ends. Must cover open tube ends.

#### 6.8.4 Front Bumper

6.8.4.1 Must be two (2) bar front bumpers with the bottom loop parallel to the ground, and the top bar directly above so that top and bottom bars are even.

6.8.4.2 May be mounted no more than 2" outside of the frame horns.

6.8.4.3 Front lower valance cannot be more than **45.5"** x 45" anywhere front to rear and side to side.

#### 6.8.5 Rear Bumper

6.8.5.1 Must resemble one of three configurations (See the diagrams on page 7)

(Diagram A) Straight bumpers can be no wider than 5" outside of frame. Can be I-beam or round. Must have protection bars on ends. Tubes must be capped or plugged.

(Diagram B) If the bumper is wider than 5", the ends must be bent forward at a 90° angle.

(Diagram C) Bumper constructed in a loop design.

6.8.5.2 Must be no more than 2" wider than the body on each side.

6.8.5.3 Must not extend beyond the width of the rear tires.

#### 6.8.6 Nerf Bars

6.8.6.1 Must not extend beyond the width of the rear tires; Must have capped or rounded ends.

### 6.9 Windows

6.9.1 Full size front and rear windows on all cars ok.

6.9.2 Driver and passenger side windows on both sides of the car must be full size (see Body Dimension page.)

### 6.10 Paint

6.10.1 Any images or content visible on the car is subject to the approval of the track officials.

#### 6.10.2 Car Numbers

6.10.2.1 Must be a **contrasting color** (see note\*\*) and easily readable by the track officials.

\*\*Note: These cars are line-scored. So that line-scorers, other officials, and race fans can identify your car, numbers should be easy to read.

6.10.2.2 Sponsor artwork and names must not interfere with car number legibility and be neatly lettered.

6.10.2.3 Both side numbers must be at least 18" high with a line width of at least 4".

6.10.2.4 Front and rear numbers are required and must be at least 6" high with a line width of at least 1".

## 7 Roll Cage

### 7.1 Material

7.1.1 Must consist of continuous hoops made from at least 1 ¾ (1.75") OD .095" thick steel tubing.

7.1.2 Low carbon, mild steel tubing is recommended.

7.1.3 No brazing or soldering allowed.

### 7.2 Design

7.2.1 Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops.

7.2.2 The main cage may be no further forward than the engine plate.

7.2.3 No brace bars forward of the cage may be higher than the hood height.

7.2.4 Protection of the feet is mandatory. A bar across the back of the engine with vertical bars and rub rails, or similar protection.

7.2.5 Any halo over 24" must have a cross bar running front to rear.

7.2.6 Driver's head must not protrude above halo or cross bar with helmet on and strapped in driver's seat.

#### 7.2.7 Door Bars

7.2.7.1 Must have a minimum of three (3) driver side door bars of at least 1½" OD .065" thick tubing, as parallel with the ground as possible, and located alongside the driver so as to provide maximum protection for the driver, but without causing undue difficulty getting in or out of the vehicle.

7.2.7.2 The side bars must be welded to the front and rear of the roll cage members.

7.2.7.3 Door plates recommended.

7.2.8 Roll bar padding required in the driver compartment.

7.2.9 Design, material, and welds are subject to Technical Discretion.

### 7.3 Mounting

7.3.1 Must be frame-mounted in at least six (6) places.

7.3.2 Must be securely supported and braced.

## 8 Engine

8.1 Any American make engine may be used with cam shaft in the block.

8.2 All engines used in competition must be able to be used in a conventional passenger car without alterations.

8.3 No aluminum blocks.

8.4 Castings and fittings must not be changed.

8.5 No machine work on the outside of the engine, or on the front or rear of the camshaft is allowed.

8.6 No dry sump systems are allowed. Wet system must be used. Any type cooling system OK.

### 8.7 Mounting

8.7.1 The rear of the engine (bell housing flange) must be mounted at least 72" forward from the center line of rear axle.

8.7.2 The engine offset must be kept within 2" of centerline of front cross member.

## 8.8 Fuel Delivery

8.8.1 A single two (2) or four (4) barrel carburetor is allowed.

8.8.2 Must be naturally aspirated.

## 9 Fuel and Fuel System

9.1 If an electric fuel pump is utilized it must have an auto shut-off when motor is not running.

### 9.2 Fuel

9.2.1 Gasoline, alcohol, or E-85 is allowed. If car runs alcohol, must have flags at rear of car.

9.2.2 No Nitrous (N<sup>2</sup>O), or any other performance enhancing fuel or combustion additive.

### 9.3 Fuel Cell

9.3.1 Racing fuel cell required.

9.3.2 Maximum capacity of 32 gallons.

9.3.3 Must be completely enclosed in a metal container.

9.3.4 Must be securely bolted rearward of the axle, and between the rear tires.

9.3.5 Must be mounted by at least two (2) 2" wide metal straps around the cell front to back, top and bottom.

9.3.6 Must be a minimum of 4" ahead of the rear bumper.

9.3.7 An electrical grounding wire from the fuel cap plate on the fuel cell to chassis ground.

9.3.8 Must be protected by a hoop that is both lower and wider than the cell, and is made from at least 1½" OD .065" thick tubing.

9.3.9 Must have check valves on vent.

9.3.10 The pick-up must not be underneath the fuel cell.

### 9.4 Gas Cap

9.4.1 Must be strapped to the fuel cell.

9.4.2 Must be clearly marked with the car number.

## 10 Radiator / Cooling System

10.1 Any overflow tubes must be directed to the ground between frame rails.

10.2 Radiators and oil coolers must not protrude above the interior and must be sealed from the driver.

10.3 Radiator must be mounted in front of engine only.

## 11 Electrical System

### 11.1 Battery

11.1.1 Batteries must be securely mounted and shielded from the driver.

11.1.2 All cars must have the capability to start without being pushed or pulled.

11.2 No electronic traction control (ETC) devices.

### 11.3 Transponders

11.3.1 Designated location is 13' (± 1") from the tip of the front nose of the car with a clear sight of the track surface (sheet metal will degrade the signal). The mount must be ± 1" so that the transponder log matches what is seen by the scorekeepers and fans. Car will not run unless transponder is mounted at 13' or completely behind the rear tire.

11.3.2 Transponder must be working in hot laps for scoring purposes. The transponder must be in place prior to inspection and must remain in working condition for the rest of the event. **Measure and adjust your transponder mount before every event.**

11.3.3 If the bumper-to-transponder distance changes for any reason it must be repaired.

## 12 Steering

12.1 Steering in the cockpit may be modified to suit the driver's taste, but must be kept on the left side of the cockpit.

No center steering allowed.

12.2 Steering box must be OEM type and must remain within original bolt pattern for the type of frame used.

12.3 No rack & pinion or slide devices allowed.

## 13 Drive Train

13.1 Front wheel drive is not allowed.

### 13.2 Clutch

All manual gear-type transmissions must have an SFI approved explosion-proof bell housing.

### 13.3 Transmission

13.3.1 Bert, Falcon, and Brinn types are allowed.

13.3.2 The transmissions must have at least one (1) forward and one (1) reverse gear, plus a neutral position.

13.3.3 No quick change devices. Driveline

13.3.4 360° driveline hoops are required, constructed of at least ¼" x 2" steel or 1" tubing, and mounted between 6" to 12" back from the front U-joint.

13.3.5 The driveline must be a minimum 2" diameter and painted white.

## 14 Rear End

14.1 Any passenger car type or truck rear end may be used. Floater axle-type OK.

14.2 No aluminum allowed, except lowering blocks, axle cap, drive plate and spools.

14.3 No quick change devices or rear ends allowed. Not allowed to qualify. Driver will be docked two positions at the end of the main event.

14.4 No open or unlocked rear ends; any method to lock rear end is allowed. (docked 2 positions at end of main event for non-conforming cars.)

## 15 Exhaust System

15.1 Must be mounted in such a way as to direct spent gasses away from the cockpit of the vehicle, and away from areas of possible fuel spillage.

15.2 Any method of noise reduction may be used to meet a maximum of 95 dBA at 100'. Track rules may require lower dBa limit. Mufflers must be used at all times.

## 16 Wheels / Rims

16.1 No wide-five wheel adapters allowed.

16.2 Conventional unaltered 8" steel wheel. No tire bleeders allowed.

16.3 Plastic or aluminum wheels are not allowed.

### 16.4 Brakes

16.4.1 OEM type calipers. No aluminum or plastic allowed.

16.4.2 Rotors must be steel. Rotors may be re-drilled for different bolt pattern or larger studs.

16.4.3 After-market steel hats and rotors are allowed for the front and rear.

16.4.4 After-market caliper brackets are OK.

### 16.5 Tires

16.5.1 NSMS designated tires.

16.5.2 No altering, conditioning, or softening of the tires allowed.

16.5.3 Durometer and lab samples may be taken at any time. Purse may be held until lab sample is cleared.

16.5.4 No recaps allowed

16.5.5 Must start main event on tires that were used to qualify for that event.

## 17 Safety

### 17.1 Interior

17.1.1 **Safety Belts** Minimum five point type. The shoulder harness must be mounted securely to the roll cage. Belts, sub belts and shoulder harness must be no more than five (5) years old and must pass tech. \*\*

17.1.2 **Seats** Aluminum high-back seat only. Must be bolted in and mounted within the original frame boundaries, and no lower than the bottom of the frame rail ahead of the rear tire.

17.1.3 **Roll Bar Padding** Required in the driver's compartment. A fire retardant type is recommended.

17.1.4 **Kill Switch** Required within easy reach of the driver and from the car windows, and clearly marked "OFF" and "ON".

17.1.5 **Window Nets** Required on the driver side of the car and must latch at the top front of the window opening area. \*\*

17.1.6 **Fire Extinguisher** Must have readable gauge or indicator and must be full. On-board fire system recommended.

17.1.7 Loose objects and/or weights must not be used in the driver compartment or outside of the body or hood area.

### 17.2 Driver Equipment

17.2.1 **Helmets** Required and must be Snell SA 2010, or SFI 31.1 or 41.1. Must be worn at all times the car is on the track. Helmet must accompany the vehicle at the time of inspection.

17.2.2 **Suits** Fire suits, gloves and shoes ( SFI approved) of a flame retardant nature must be worn by all competitors.

17.2.3 **Communication radios are required.** Driver is responsible to provide a spotter within the designated area. Spotters will be required to have car number identification in clear view.

17.2.4 Head and neck restraints are required for all racers aged 13 to 18, and are recommended for all others.

17.2.5 \*\* Recommended 5 year change-out period. Must pass tech.

## **18 Policy Statements**

**18.1** Any modifications not covered in these rules will not be allowed unless approved by NSMS Officials

**18.2** Spec Motor Modifieds may be allowed to run on a one-to-one basis. Must run NSMS designated tires. No points will be awarded.

**18.3** Equipment will not be considered legal simply because it went through inspection unobserved or because a rule has not been written against it.

**18.4** Cars are subject to inspection at any time.

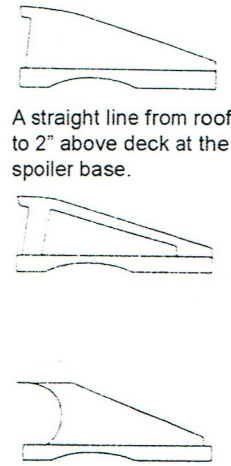
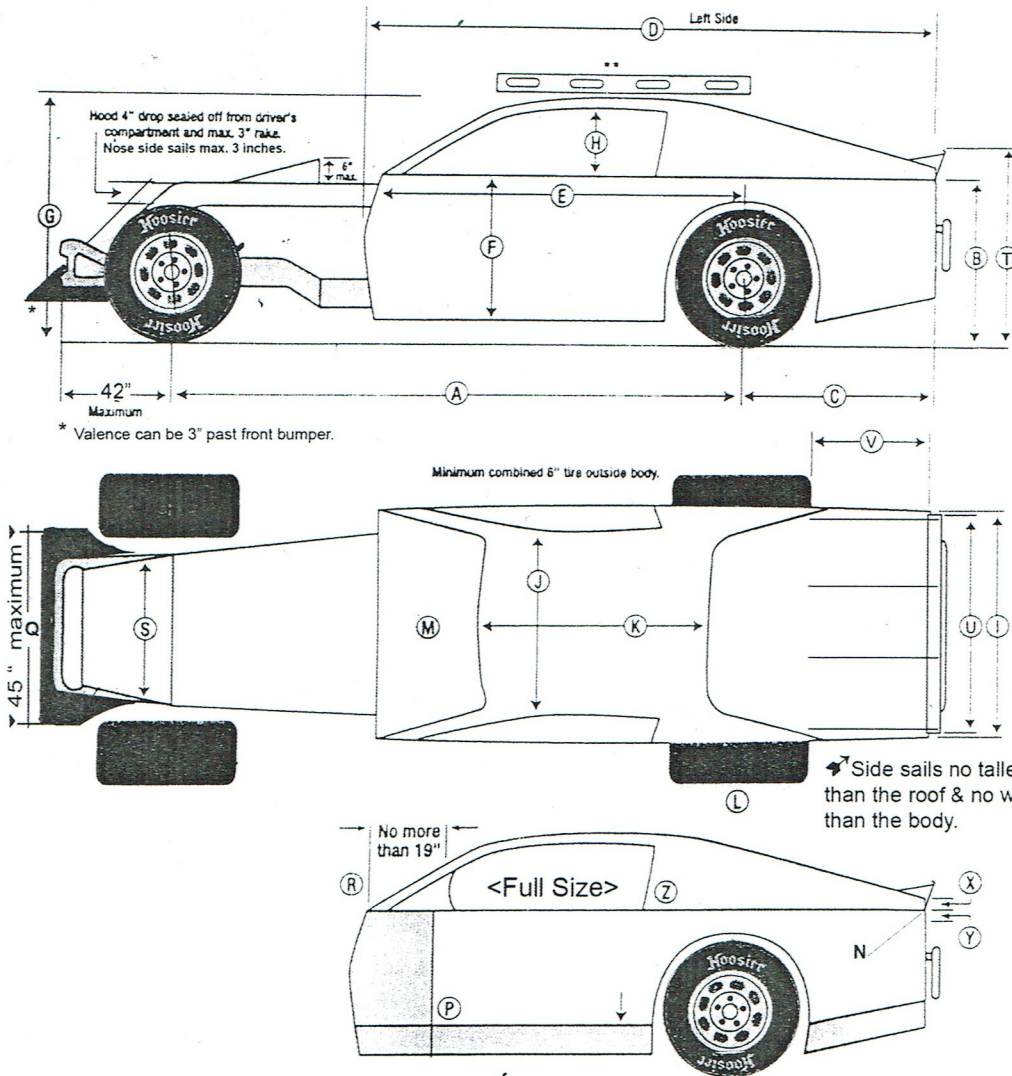
**18.5** Officials reserve the right to confiscate and hold any parts and/or equipment not conforming to the rules

**18.6** Officials reserve the right to judge, decide, and establish what constitutes a legal part of car.

**18.7** Weight may be added or adjusted at any time to benefit or equalize the racing program.

# Modified Body Dimensions

**EXAMPLES**  
(Sail panels must be the same on both sides of body.)

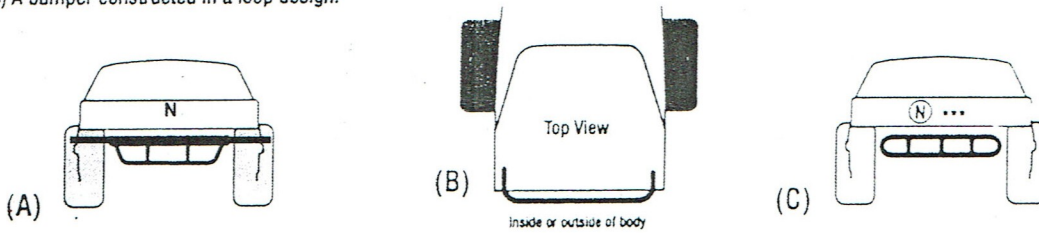


A straight line from roof to 2" above deck at the spoiler base.

CERTIFIED BY  
**SNELL** MEMORIAL FOUNDATION  
Serial No. SA 223661  
Sample helmet rating decal

SNELL SAFETY EQUIPMENT DIVISION, 12000 WILSON AVENUE, ANN ARBOR, MI 48106-1500  
This decal is a certification of performance based on the results of a series of tests conducted by Snell International, Inc. It is not a guarantee of safety or performance. The user of this decal assumes all liability for its use. For more information, contact Snell International, Inc., 12000 Wilson Avenue, Ann Arbor, MI 48106-1500.

Rear bumper must resemble one of the following designs. (A) Solid bumper of square or round tubing, no wider than five inches outside each rear frame rail. (B) If rear bumper is wider than five inches outside rear frame rails, it must be capped, with no sharp edges, and bent forward on the ends at a 90 degree angle. (C) A bumper constructed in a loop design.





**NOTE: Rules Changes are Highlighted**

**Modified Body Dimensions**

19 Measurements and notes for the illustrations on Page 7.

	<b>Min</b>	<b>Max</b>
<b>A</b>	108"	—
<b>B</b>	28"	38"
<b>C</b>	34'	50"
<b>D</b>	106"	120"
<b>E</b>	—	72" or not past back of block right side
<b>F</b>	22"	27"
<b>G</b>	42"	52"
<b>H</b>	12" opening ***	18" Opening must be large enough for easy access to cockpit
<b>I</b>	54" Must be same front to back.	68"
<b>J</b>	44"	50"
<b>K</b>	41"	56"
<b>L</b>	Left side weight may not exceed 58%; 602 crates 59%	
<b>M</b>	Driver's compartment must be totally sealed from engine and race track. May use full windshield or protective bars.	
<b>N</b>	8" minimum / 90° angle; 12" max panel may be any configuration as long as it is forward of rear of car; must reach below rear deck 8" down; panel must connect within 2" of the rear most point of the rear fenders; cannot have any ventilation along deck or sides. See Rule 6.1. Body must be complete	
<b>P</b>	Numbers must be contrasting colors. No reflective doors or quarter panels.	
<b>Q</b>	Tread width front & rear maximum 79" sidewall to sidewall. Tread width may be adjusted according to NSMS designated tires run.	
<b>R</b>	19" includes front window sides	
<b>S</b>	Bumper may be mounted no more than 2" outside frame horn; nose piece no wider than frame horn. Side sails on nose piece may not be taller than 3 inches above front edge of nose. Lower valance & air ducts no wider than 45"x45" long anywhere.	
<b>T</b>	8" spoiler blade height	44"
<b>U</b>	—	See Spoiler Rule
<b>V</b>	—	See Rule C
<b>X</b>	2" maximum at rear of car. Must have gradual slope from roof to this point.	
<b>Y</b>	Interior slope is 6" front to rear. Top of the interior must be flush with the top of door and quarter panels. An optional escape hatch right side may be used by bringing the metal from top of right door down to the driver compartment to provide a 12" opening. Slope will be measured at 3 ½ inches frame height.	

\* Right side; left side may extend forward to cover foot box.

\*\* Using a level and/or straightedge, must have between 0" and 5" at the front. The roof is measured at 2" back from the windshield opening, and cannot turn up at the rear of the roof. Must be flat or curled down.

\*\*\* If roof is rounded with no flat areas on the edge, and it is kept flat from left to right, the right side window opening may be less than 12"; Must pass tech.

# North State Modified Series

## 2020 RACE PROCEDURES

### **1. Events**

- 60-75 lap main events.
- Starting Field: 24 cars /18 on time. May be less at smaller race tracks.
- 2 provisional and 4 transfer from B-Main at all events
- Qualifying: 2 laps or (group qualifying, promoter's option )
- Top 10 fastest cars in time trials will run a qualifying race for positions in main event.
- Yellow flag laps do not count
- We do not race back to the yellow
- Restarts: We go back to the last completed lap
- Double File restarts, unless changed by race director.

### **2. Provisional**

- The provisional goes to the driver, not the car
- If you qualify for the A-Main and your car can not run, you can run a back-up car or a B-Main car, but you will start last in the A-Main, even if you drive a car that has qualified for the A-Main. You cannot change cars after the field enters the race track.
- Provisionals are based on last year's points for the first race of the season, and then on this year's points
- Provisionals will start in the last 2 starting spots in the main event.
- Provisionals are eligible for the Hard Charger awards.
- Only 4 provisionals per points season can be used; must be used in order; provisionals cannot be saved.

### **3. B-Main**

- a. No inverts -straight up start
- b. 4 cars will transfer to the A-Main
- c. Transfer cars will line up as they finish the B-Main, behind the qualifiers locked in to the race, in front of the provisionals.

### **4. Pit Gate**

- You do not have to be a member of any track to race in the series.
- Each track controls pit pass cost.
- All participants must purchase a pit pass and sign release of waiver and liability.
- A \$50 entry fee will charged to each race team, Entry fee will be deducted from purse check.
- If promoter pays the purse, entry fee may be more, less, or rearranged.

### **5. Drivers Meeting**

- All participants must attend every driver's meeting.

### **6 Tech Inspections**

- Shocks must be in place and bolted. You cannot work on your car after tech. (pre-qualifying or pre-main event)
- All cars are required to pass a pre-race technical safety inspection before entering the track.
- Drivers must bring their car through the tech line.
- Only one ( 1 ) crew member may accompany the driver in the tech area, unless the Chief Technical Inspector requests more crew members.
- Any car that has completed in the event may be inspected at the conclusion of the event.
- Failure to report to the tech area for post-race inspection will result in loss of points and purse for the event.
- If officials determine that any car part, component or equipment used by a competitor does not meet specifications, officials will declare the car ineligible for the event, resulting in loss of points and prize winnings.

## 7. *Qualifying*

- Drivers may not qualify more than one car.
- All driver changes must be reported to the Chief Technical Inspector prior to the lineup of qualifying or the feature event.
- A driver may enter the rear of the feature event in an approved borrowed car if he or she has qualified through time trials or B-Main event, or has a provisional. You cannot change cars after the field enters the race track.

## 8. *Pre-Race Line Up*

- All cars must line up in the designated restricted staging area prior to their respective qualifying and feature events.
- Prior to qualifying and the feature event, all cars must report to tech.
- Once car has successfully completed tech they must go directly to the staging area.
- No maintenance or adjustments may be performed after leaving tech.
- Infractions in the staging area will result in relinquishing your starting position to the rear of the field.
- Any car not staged and ready to go when the race is called onto the track will start the feature event in the rear of the field.
- Driver and car are considered one for the entire night, unless the Chief Technical Inspector is notified of a change.
- In the event that a car drops out of the line up before the race begins, the cars behind that car will be moved straight forward ( no crossing of the rows ).

## 9. *The Starter begins every race*

- All initial race starts take place on the front stretch when the green flag is displayed.
- Any car not taking the initial green flag will not be allowed to re-enter the race.
- If a driver is caught jumping the start/restart a second time in the same event, he/she will be put to the back of the field.

## 10. *Restarts*

- Double file restarts for the first 40 laps, unless changed by race director. However, after three (accident-caused) yellow flags, if there is another yellow due to a crash – all remaining restarts will be single-file.
- The lead cars restarts every race.
- If the lead cars elects not to accelerate, the Starter will display the green flag and racing may begin.
- Cars may not be in the act of passing the car in front, to the left or to the right, prior to the green flag.
- A car is deemed to be in the act of passing, if the front bumper is even with or in front of, the rear bumper of the car in front at the green flag.
- A car may pass to the left or to the right prior to the start/finish line after the green flag is displayed.
- Any car deemed in the act of passing to the left, or passing to the right prior to the green flag being displayed, will be penalized two positions for every car passed, at the next caution or the end of the race, whichever comes first.
- ***PACE CAR SPEED***, until the green flag is displayed.
- Drivers choosing not to go to their designated positions at an official's request will be sent to the rear of the field or to the pits at the Starters discretion.
- The leaders must maintain the ***PACE CAR SPEED*** throughout the entire start or restart.

## 11. *Spin Outs*

- Drivers that spin out must try to continue immediately and not stop the race.
- Race Control reserves the right to penalize any driver one (1) lap for intentionally stopping a race.
- Three (3) spin rule will be used, for any driver that spins on his own.

## 12. *Rough Driving*

- Any driver who is observed causing other drivers to spin or lose control of their car during a race will go to the rear of the field.
- Retaliation: A driver can be suspended or disqualified from the event (with loss of points and money) or put on probation. A driver can be suspended for running into another car after the checkered flag (on the track or in the

pit area.)

- This rule also applied to lapped cars choosing to re-enter the event or cars seeking retaliation for a previous incident. RESPECT OTHER DRIVER'S EQUIPMENT !!

### **13. Black Flag**

- When a black flag is displayed, that driver should immediately report to the hot pit lane for consultation.
- Decisions on black flags will be made at the discretion of the Race Director or Starter.

### **14. Pitting during a race**

- Any driver going to the pits under a yellow may return to the race at the rear of the field.
- Hot pit lane may be used for the removal of loose body parts or other minor repairs only.

### **15. Lapped Cars**

- All lapped cars must move to the outside groove to permit faster cars to pass.
- On restarts, lapped cars should remain in the field in their position.
- Lapped cars must go to the rear of the field for restarts when there are less than ten ( 10 ) laps remaining in an event.

### **16. Cars moving through the pits**

- Cars moving through the pits will do so with extreme caution and at a minimal speed ( 10 mph ).

### **17. Scoring laps**

- Every lap is scored when the leader has passed the start/finish line under green flag conditions.
- If the field completes the first lap under green, the first lap shall be scored and any subsequent yellow flags shall result in the drivers lining up in their designated position based on the last scored green flag lap.

### **18. Restart lineups**

- All restart lineups will be derived from the Head Scorer's lap sheets as the field crossed the start/finish line on the LAST COMPLETED GREEN FLAG LAP.

### **19. Counting Yellow Flag laps**

- We will not count yellow flag laps
- We will stop ( red flag ) the race any time we feel the yellow flag laps will go over 5 laps.

### **20. White Flag Lap**

- After the leader crosses the start/finish line on the white flag lap, if a yellow or red flag comes out before the checkered flag, the race is over. The race will be scored as how the car crossed the start/finish line on the white flag lap. If the yellow falls before a car(s) crosses over the start/finish line, that car(s) will be scored on the last completed green flag lap (split-yellow condition.) Cars involved in the incident will be scored last on the lap they are on, the last completed green flag lap.

### **21. Protests**

- Protests will not be accepted on any subject not specifically provided for in these rules.
- Such subjects include, but are not limited to timing and scoring decisions, inspection decisions and race procedure decisions.

## **22. Decals and Advertising**

- North State Modified Series reserves the right to assign or restrict the display of decals, identification or advertising on race cars.
- Contingency sponsor decals must be in place to receive awards and/or prize money from contingency sponsors.
- Contingency sponsor patches, if supplied must be worn to receive awards and/or prize money from contingency sponsors.
- North State Modified Series decal are mandatory on all cars.

## **23. Conduct at Events**

- The driver shall be the sole spokesperson for his/her car owner and pit crew in any and all matters pertaining to an event.
- At all events the driver assumes responsibility for the actions of his/her team.
- Fighting, rough driving and other acts of violence will not be tolerated.
- Penalties will be issued based on the severity of the incident including, but not limited to, fines, suspension and probation.
- North State Modified Series will not tolerate profanity, discourteous gestures, or behavior deemed detrimental to the betterment of the sport.
- Any action that is not covered under these actions, and is determined to be detrimental to the sport of auto racing, will be penalized according to the severity of the action.
- No driver or crew member may be under the influence of alcohol, drugs or any other controlled substances while competing.
- Any car that dispenses anti-freeze coolant on the racing surface will be fined \$ 50.00 for the infraction.
- Any car losing weight ballast will be fined \$50.00 for the infraction.

## **24. Spotters**

- All spotters must maintain a code of conduct. Yelling, screaming, foul language, pushing and verbally attacking an official will not be tolerated: You will be asked to leave the spotter's tower and your car may be black-flagged.

## **25. North State Modified Series points**

- 75 points to win A-Main; 70 points for 2<sup>nd</sup>; third to last 2 point drop per position.
- All drivers that compete in the B-Main event and do not transfer to the A-Main will be awarded points; 12, 10, 8, 4, 2, 2, etc.
- Qualifying points: 8 points for fast time, 6 points for 2<sup>nd</sup>, 4 points for 3<sup>rd</sup>
- In order to receive points for an event, the car must take the green flag under its own power.
- Points will go to NSMS registered car owner. Owner may have multiple NSMS registered drivers. Any Points fund money will be paid to the owner. Owner will designate who will receive the end-of-season trophy/plaque.

## **26. Lucas Oil Tow Money Program**

- Beginning the 2<sup>nd</sup> race of the season, Lucas Oil Tow Money will be paid to the top fifteen (15) in points at each event.
- Make-up Policy – If a driver that is in the top fifteen (15) in the points standings misses any event(s), that driver must make up total number of missed event(s) before driver is eligible once again for Tow Money.
- Tow money will be paid to NSMS registered owner.

### ***"OFFICIALS CAN MAKE MISTAKES...***

***This does not mean they are making exceptions to the rules."***

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Updated 11-11-19