



SATURDAY NASCAR NITE RULES & REGULATIONS 2011 & 2012

***A rule number or parts of a rule appearing in **bold** may denote a rule change, new rule, or clarification of an existing rule. Not all such changes or clarifications may be denoted, so it's important that participants read all rules thoroughly.

GENERAL RULES

- 1) For the sake of brevity and clarity in preparing this rule book, the masculine words 'he', 'him', 'his', etc. also apply to the feminine, including drivers, team members, participants, and/or spectators.
- 2) Each driver must be approved for competition within any division by the management. Decisions are based upon a driver's previous experience, as well as his past and projected performance and ability. All decisions are the opinion of the management and are solely administered by the management, without the right of appeal. All decisions are made in the best interest of fairness of competition, safety to the individual driver and all other drivers, pairing of drivers with similar experience and talent, and in the overall best interest of the positive enhancement of a division. Additionally, decisions are made in the interest of limiting damage and expensive repairs to all teams.

Drivers may be denied competition within a division at any time prior to a season's start, or at any time during a season if, in the opinion of the management, that driver presents a potentially dangerous situation to other drivers and/or himself, and based upon the guidelines set forth above.

Any driver that has not competed in the previous season, or that questions his own evaluation by the management, is advised to contact the Speedway office to be approved for competition before he begins to construct, purchase, or invest in a particular race car.
- 3) The Speedway management has designed these guidelines and regulations with specific intents in mind. Any interpretation of the guidelines and regulations inside this book are solely the decision of Speedway management, and not the interpretation of competing teams and drivers or third parties.
- 4) B.R.M.S. reserves the right to reject any entry for failure to comply with the General Rules and Specifications, and the individual or individuals violating the General Rules and/or Specifications, shall be penalized as set forth in this Rule Book or as decided by the Management.
- 5) After any suspension, fine, rejection, penalty, or restriction from participation has been issued to a driver, owner, team member, or any person, the management of Beech Ridge Motor Speedway reserves the right to review the individual's(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 maintain the capabilities to resume racing at Beech Ridge Motor Speedway in accordance with the presiding season's general rules, specifications, guidelines, and safety objectives, and in the opinion of the management.
- 6) All drivers must be registered with B.R.M.S., and have paid their NASCAR license fee, in order to compete and/or to be eligible to share in payoff and point fund benefits.
- 7) A "race meet" shall, for the purpose of rule enforcement, be considered to be the period between the opening and closing of the pit gate.

- 8) Any owner and/or driver whose car does not compete in at least 70% of all race meets during the season may be subject to forfeiting the assigned number for that car.
- 9) Once entering the pits, car numbers cannot be changed under any circumstances. All cars entering the pit area must have a number assigned to it by the Speedway.
- 10) The management may at any time require a physical examination of a driver or a doctor release before he is allowed to compete. The judgement of the E.M.T. is final and without recourse as to fitness.
- 11) Any person in the Pit area who has evidence of substance abuse (beer, wine, liquor, or drugs) about him/her or is seen using any chemical substance during a race meet may be barred from the pit area and from participating in racing activities for an indefinite period of time, and may be fined up to \$1,000.00. Additionally, said person will forfeit all doctors' and hospital fees for injuries sustained during the race meet at which time the offenses occurred.
- 12) Any person that gets into an altercation at the track will be immediately suspended for the remainder of the nights' events. Any person deliberately going into another competitor's designated area in the pits in a violent or threatening manner shall also be suspended. An altercation shall be defined as any vehement argument, quarrel, disagreement, dispute, exchange, squabble, clash, and/or hostile expression of a difference of opinion. The management may impose a fine of not more than \$1000.00 and /or up to a 1 year suspension or both. Any driver, car owner, or crew member found guilty of such altercation by making contact with an official may be the subject of up to a one year suspension from the date of the incident, and a fine of not more than \$1000.00. The management will weigh the circumstances and decide on the degree of the penalty before the next regularly scheduled race meet. Any person considered causing a disturbance, whether verbal or physical, to disrupt the orderly conduct of racing events, may be removed from the pit by the management for a period of time determined by the same.
- 13) Any person that uses threatening, vulgar or abusive language and/or gestures - Regardless of where he/she is in the pit area - is subject to a fine of not more than \$300 and/or a suspension of up to two race meets.
- 14) Any competitor racing at an event in conflict with a B.R.M.S. event will forfeit all rights and privileges to the high point funds, all accumulated points, and any special incentive point/lap accumulations, unless previously approved by the management.
- 15) The Driver shall be the sole spokesman for the car Owner and Pit Crew in any matters pertaining to the Event. Owners, crew members, sponsors, spouses, or associates of a driver may not represent a driver in any concerns.
- 16) Any driver/car competing on the opening day of the season will receive 35 bonus points.
- 17) Cars not in attendance on Opening Day will have an additional 35 points credited to their point totals for line up purposes only.
- 18) For line up purposes only, cars and drivers not in attendance in divisions that do not host a semi-feature race will have 45 points per race meet credited to their line-up point totals, retroactive to race meet number one.
- 19) Drivers competing weekly or intending to compete weekly at this Speedway may, at the sole discretion of the management, have a portion of any accumulated "absent points" waived if in their opinion they believe the absence(s) to have been excusable or permissible. The portion waived may not exceed the total number of absent events providing that the car and/or driver have carried the absent points into the line-up for the duration of events that the car and/or driver were absent. For example, a weekly driver who is absent three events will need to start where their line-up points (including the absent points) put them for three events or more, after which point management may waive any portion of accumulated absent points from those three missed events.
- 20) Cars and drivers appearing for the first time in a season -- not necessarily rookie drivers -- will start at the rear of the line up for a minimum of three meets, or an accumulation of 90 points. This does not apply to

divisions that qualify for position through heat competition.

- 21) Rookie drivers in all divisions must be approved for starting positions on an individual basis solely at the discretion of Speedway management.
- 22) For the purpose of determining "Rookie" awards, drivers will be given the opportunity to drive in another class three times without losing their rookie status.
- 23) Any driver who has accumulated 150 points or more, to-date in the season, in the Pro Series division may not compete in any other division from that point forward.
- 24) A driver may compete in two divisions of racing on a given race meet not more than three times during the season, providing that he has not become subject to the preceding "150 point" rule.
- 25) At the discretion of the management, drivers and/or cars may be placed in the line-up based on their history of finishes, point finishes, and their general ability. The discretionary placement within the line-up will supersede a driver's/car's scheduled line-up position that would be calculated based on retroactive line-up points as described in this rule book. This decision will be made based on the opinion and judgment of the management in the best interest of fair competition.
- 26) In order to be eligible for any special incentive awards or race programs (point payoffs, lap leader, triple crown series, bonus points series, exchange races, etc.), a driver must have competed - or attempted to compete - in at least 70% of all B.R.M.S. race meets through the date of the conclusion of the special program.
- 27) Any competitor or competitor's car that is on the property grounds of Beech Ridge Motor Speedway and that is parked or positioned in a manner of protest or strike, is subject to a fine of not more than \$500 and the loss of all of that driver's and car's accumulated points to date. Any person known to have initiated such protest is subject to permanent suspension of racing involvement at Beech Ridge Motor Speedway.
- 28) Concrete pads in the pit area are the parking positions for race cars only... personal vehicles will not be allowed to park on the pads during race meets. During special events, the speedway will attempt to prevent visiting race teams and cars from parking on designated concreted pads; however, should this occur, the pad will remain the possession of the visiting team for that meet -- please arrive early to prevent this happening.
 - Any pad not in use on a given meet may be assigned to any other team for use during that meet by Speedway management.
 - Any sales of existing pads must be approved by Speedway management. The Speedway inherently has the First Right of Refusal to purchase any existing pad from the seller.
- 29) Any team that leaves oil in containers or is found to be dumping oil any place shall be fined \$150.00. A second offense penalty shall be determined by the track management. Fines must be paid before any member of the team may compete or enter the pit area. This rule will be strictly enforced, NO exceptions will be made.
- 30) Any incident not covered by the Rules and Regulations may be decided upon by the management and made a rule for the remainder of the season.

RACE / PROCEDURE RULES

- 1) All drivers must wear Snell approved, full coverage safety helmets. All helmets must be approved by B.R.M.S. No one will be allowed to "warm up" or race a car without a full fire suit, gloves, and helmet, which must be securely fastened at all times when on the race track.
- 2) All cars must take the position in the lineup assigned to them by the Pit Steward. If they do not do so, they will forfeit purse, points, and position for said race.

- 3) All cars must qualify for the feature event. Any car not in the pit area one hour before the scheduled race start time may be subject to starting at the rear of their assigned heat. Any competitor appearing too late to qualify for the feature due to unforeseen circumstances, will be extended the courtesy of running at the rear of that feature event, providing the field of cars in that class is not already full. In order that this privilege is not abused, it will be extended only once per season for each competitor.
- 4) If a driver's car becomes incapacitated or disabled during a qualifying heat or consolation race, that driver may compete in the feature event with another car as long as that car has otherwise qualified properly.
- 5) Drivers may not switch cars after a race has been started. Any owner changing drivers during a race meet must notify the Pit Steward in writing before the race in question. If this is not done prior to the running of the race, both the driver and the car shall forfeit purse, points, and position for the race in which the offense took place.
- 6) Unless otherwise specified, all starts will be inverted by point standings using either the car or driver's points, whichever is greater, so that those cars with the most amount of accumulated points will start at the rear of the field, and those with the least points will start at the front of the field. Both the feature winning car and driver of any race will start behind the last point car in the next specified feature event which each competes in.
- 7) All cars requiring a race to be stopped shall go to the tail end of the line up at the restart unless ruled otherwise.
- 8) Any competitor pitting under the red or yellow flag must re-line at the rear of the line up, regardless of whether or not the field of realigned cars has resumed moving under pace laps.
- 9) Any car spinning out by itself shall be placed at the tail end of the line up at the restart. Cars purposely or intentionally accelerating during a spin out and endangering others in the process will be liable for a warning. Any car spinning by itself three times in one race is subject to disqualification from that race. At the discretion of the flagman, in any race meets, any car not in competition and considered hazardous to other competitors will be sent to the pits. If after making necessary repairs so the car can keep up with the competition, the car may return to the race.
- 10) Feature events shortened due to unusual conditions will be considered complete if 50% or more of the scheduled laps have been completed. If the event is cancelled while being run under caution, the last lap completed under green will be used to determine the finishing positions.
- 11) Race events having completed less than 50% of scheduled laps when halted or postponed may be rescheduled. Such race events will resume competition with all original entries in the positions they held when the race was halted or postponed and will resume from the last lap completed under green flag.
- 12) In the event that a specific race must be stopped (or "red- flagged") during the final five laps of the competition, the race may be considered complete at the discretion of the management. And in that case, the final finishing positions would be determined from the last lap raced and scored under the green flag, and any car or cars that caused the stopping of the race would be removed from the last green flag lap and scored using usual scoring procedures. If the race is stopped (or "red- flagged") due to reasons other than those caused by race cars (inclement weather, power outages, etc.), the race may also be considered complete as outlined above.
- 13) In the event that any particular race accumulates an excessive amount of restarts or becomes extraordinarily lengthy, that race may change to single-file restarts at any point. Such a change will be indicated during a caution flag period by the flagman standing on the front stretch and displaying the 'passing flag' – a blue flag with a diagonal orange stripe. From that point forward until the conclusion of the race, all restarts will begin from a single-file alignment. Such decisions will be reached at the discretion of the speedway's race operations staff.
- 14) In case of a 'dead heat' race finish, the purses and points relative to the finishing positions will be pooled and divided equally between the number of cars crossing the finish line in tied positions.

- 15) In the event of tied point standings at the conclusion of a race season, ties will be broken by using the greatest number of feature event 1sts in events counting toward that position. If a tie still exists, 2nds, 3rds, 4ths, etc. will be considered until the tie is broken. If a tie still remains, the driver establishing the best feature finish earliest in the season shall prevail. Semi-feature event finishes are not considered.
- 16) Rain dates are on a to-be-determined basis only. The only exception is the final regular scheduled points race of the season, for which there will be one chance for a rain date the following afternoon only. In the event of such a rain date, the payoff will be determined by combining 100% of NASCAR license member pit area ticket sales with 30% of grandstand ticket sales for the rain dated event. The total of that revenue will then be distributed with a scaled proportion among the divisions competing, weighting the higher proportion among the feature race division and the lower proportions among the support and entry level divisions. If the next day rain date is also cancelled, the race season will be deemed complete and no further efforts for a rain date will be attempted.
- 17) All repairs must be made in the pit and not on the track proper. Any car stopping on the track surface for repairs or corrections, shall be penalized 3 positions at the next available realignment, or at the conclusion of the race, whichever comes first.
- 18) Rough riding, excessive track use, intentionally causing race delays, and unsportsmanlike conduct of any kind is not permitted. Drivers and cars found guilty of these infractions of competition during any time on the track will be subject to the following, depending upon the severity and degree of the offense - in the opinion of the race officials - and the driver's previous history of conduct:

First Offense:	\$100 fine and a deduction of 5 points
Second Offense:	\$200 fine and a deduction of 10 points
Third Offense:	\$300 fine and a deduction of 15 points

Penalties are applied to both the Driver and the Car that he or she is driving at the time of the offense. All issuances of fines and point deductions also carry the possibility of suspensions determined by the race officials following the offense. Additionally, offending drivers/cars may be placed at the tail of a line-up either during the race where the offense takes place, or in subsequent weeks. Penalties are issued per occurrence and may involve multiple issuances within a race meet. All fines will be paid within 6 days from the date of the occurrence, or the offending driver and/or car will be prohibited from competition until the fine is paid.

During the final five weeks of competition, first, second and/or third offenses of any degree may carry a fine of up to \$500, a suspension of up to five completed race meets, and a loss of up to 50 points, or any combination thereof. Any such penalty is at the sole discretion of race officials.

Any driver who - in the sole opinion of race officials - is believe to have a co-conspirator who interferes with or disrupts orderly, safe, prudent and fair competition during any race may be subject to the same penalties as that co-conspirator as outlined above, and may be removed from competition at any time.
- 19) Anyone purposely damaging a competitor's car on or off the track will be subject to a suspension of up to 1 year and/or a fine of up to \$1000.00 as determined by the management.
- 20) Any fines and/or penalties accumulated during a race season and not paid will be carried over to the following year and must be paid before entering the pits for the first time.

TECHNICAL RULES

- 1) The technical inspectors are hired by B.R.M.S. and have the right to inspect all parts of any car as they see fit. Tech inspectors are not empowered to determine penalties, as this will be done by the Tech Committee or the management.
- 2) The only persons authorized to be present at tear downs are the car owners, two of his assistants, the

management, and the Tech Committee.

- 3) All race cars entering the pit area are subject to a visual technical inspection. It shall be the responsibility of the car owner to see that his car is inspected before going onto the race track.
- 4) Technical infractions are subject to the following penalties:

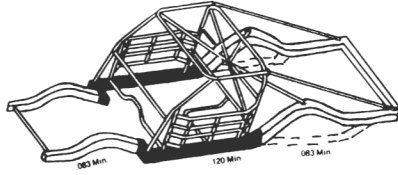
First Offense:	20 point loss and forfeiture of 50% of finishing position's purse
Second Offense:	30 point loss and forfeiture of 75% of finishing position's purse
Third Offense:	50 point loss and forfeiture of 100% of finishing position's purse

Purse forfeitures will be allocated to the season's point fund for re-distribution. Penalties apply to both Driver and Car; deducted points will remain on the Driver/Car totals until the Driver/Car have re-accumulated that deducted point value; parts found to be illegal may be confiscated and become the property of the Speedway.
- 5) Technical inspectors have the authority to insist that seat belts and shoulder harnesses be replaced if the condition is considered unsafe. It is recommended that no belts or harnesses be used beyond the manufacturer's expiration date. Seat belts must be a quick release type capable of withstanding a minimum of a 3000 lb. body block test. Seat belts must be attached at two separate points of the roll cage, equal distances from the center of the seat back and no less than 12 inches apart. Approved racing seat belts are required in all classes and must be securely attached to cage piping under the seat. They must be attached with bolts with a minimum diameter of 3/8". Bolts must be aligned so that the direction of stress will be in a direct line with the pull of the seat belt. If belts are secured to a steel plate attached to the cage, the plate must be a minimum of 1/4" thick. Shoulder straps are compulsory; they may be either a double or single shoulder strap type approved by the Technical Committee. Shoulder straps should be installed so that the direction of pull will be at a 90 degree angle to the back of the seat.
- 6) All cars must be braced with at least 1 3/4" O.D. pipe. This bracing will consist of not less than four upright pieces from the frame, which must be adequately cross braced at the top and sides. Four horizontal door bars are required on the driver's side and three bars on the right side. The driver side bars must be bowed outward. Vertical bar pieces must be welded into place between the four horizontal bars. The top horizontal bar on each side must measure 20" from the frame. Bracing must be electronically welded. Tubing used must be at least 1 3/4" O.D. and a minimum of .090 wall thickness. All roll cage installations must be approved by the B.R.M.S. technical inspectors. Chrome moly is not allowed.
- 7) Tubular frames must be constructed in accordance with what is to be considered standard in the local chassis building industry. Any radical or immoderate changes in structure and design of a frame must first be approved by the B.R.M.S. management.
- 8) The back of the seat may not be mounted any further back than the rear roll cage uprights.
- 9) Conventional rear wheel drive configurations only. Front wheel drives are not allowed.
- 10) A working reverse gear is required in all transmissions.
- 11) All cars must have dual (two) throttle-return springs on carburetor.
- 12) Ignition and starter switches must be within the driver's reach when strapped into the seat.
- 13) All fuel lines passing through the driver compartment must be enclosed in fire resistant material.
- 14) Any competitor found with illegally branded, or chemically treated, tire(s) will be subject to the same penalties as a competitor that is found to be out of stock. Tires may not fall below the track's stated durometer reading as taken with the track's durometer following any race.
- 15) Remote pressure systems, traction control devices, and/or computer systems are not allowed. Violations will result in a \$1,000 fine, loss of purse for the event, and loss of all accumulated points.
- 16) Ratcheting or pull-down suspension devices of any kind are not permitted on the rear end or rear suspension of the car.
- 17) Sliding weight systems or devices are NOT allowed.

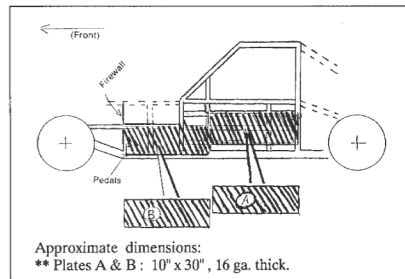
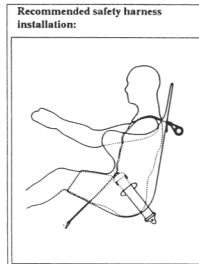
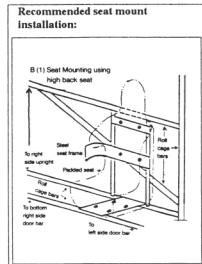
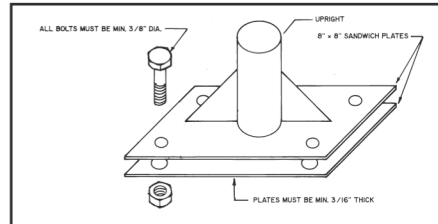
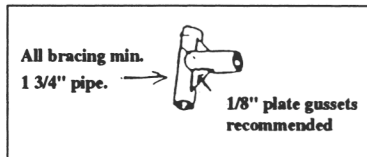
- 18) Torsion bar style suspensions are not allowed, unless they are stock production O.E.M.
- 19) A fire extinguisher inside the car is mandatory. It must be a minimum of 2 ½ pound system and be charged and operational at all times. The extinguisher must have a readable gauge on it. The fire extinguisher must be securely fastened and located inside the cockpit within reach of the driver, within the main frame rails of the car. If an on-board fire extinguishing system is used, one nozzle is mandatory inside the cockpit. Additional lines and nozzles may be used on the fire extinguisher system. Cold Fire brand suppressant is recommended for cockpit usage.
- 20) Window nets are mandatory in all classes. One end must be securely fastened to the roll cage. The other must be quick releasing using a seat belt type fastener. Window net installations are subject to Tech inspector approval.
- 21) Fuel cells are required in all classes. Fuel cell canisters must be made of a minimum of 22 gauge steel. Ground clearance must be maintained for the class of car. All installations are subject to Tech inspector approval.
- 22) Rub rails are NOT permitted in any division.
- 23) In the interest of fairness in competition and safety, weights may be added to or subtracted from cars by the B.R.M.S. management as deemed necessary.
- 24) Deflector plates on the driver's side of the car are mandatory. See the diagram for suggested deflector plate placement, dimensions, and specifications.
- 25) Any car that is not equipped with deflector plates on the driver's side of the car, and which loses the driver's side door during competition will be black flagged from the race.
- 26) Carbon fiber wheels are not allowed.
- 27) Carbon fiber products or titanium products are not allowed, unless approved by B.R.M.S.
- 28) Anything not covered by these rules shall remain stock as made by the manufacturer. For the purpose of rule enforcement, the term "stock" shall be understood to mean the parts must be of original equipment manufacture production (i.e. GM, Ford, Chrysler).
- 29) Pro Series teams only are allowed to use two-way radios. The privilege of using radios may be revoked or suspended by an individual team or an entire division if the radios are used for imprudent purposes. No other divisions are allowed to use any sort of communication devices.
- 30) FUEL: Gasoline must be used. Top cylinder lubricants are allowed. Plastic fuel lines are not allowed. Propane gas may NOT be used. The management reserves the right to make changes in fuel rules.

DIAGRAMS

SUGGESTED ROLL CAGE DESIGN:



Tubular frame material may be substituted for the shaded area in the diagram above.
The shaded area must be a minimum of .120.



LETTERING & NUMBERING

All car numbers are the property of the Speedway and are loaned by assignment from the Speedway. Numbers may be revoked or reassigned by the Speedway at any time, with or without notice.

- 1) Car numbers must be a minimum of 18" high and three inches wide. Numbers shall be painted in contrasting colors to the car on both doors and the roof. No reflective chrome, gold or prism numbers allowed. Roof numbers should be visible as read from the grandstand side of the car.
- 2) The car number must appear in 6" high numbers in the uppermost corner of the windshield on the passenger side, and also on the right rear taillight cover.
- 3) Cars must have both front fenders available for the placement of series sponsor decals. The rear of each front fender must have a minimum area available of 520 square inches (approx. 20" wide by 26" tall). This minimum area must be available even if that area extends back onto the front portions of the door panels.

Beech Ridge Motor Speedway reserves the right, in the interest of the public image of the sport, to assign, to approve or disapprove any advertising, sponsorship, or similar agreement in connection with any or all event(s). Beech Ridge reserves the right to assign or restrict the display of decals, identification, and advertising on race cars.