

Midwest Open Wheel Association

Race Procedure Manual

Updated 4/15/18

1. Car and Safety Specifications

- a. Technical Inspection
 - I. All cars entered and present at any MOWA Series event that are intended to compete in the racing event, must pass pre-race inspection prior to any on-track activity
 - II. Pre-race inspection may take place in a specified area and/or directly at the team's transporter
 - III. Refusal to present vehicle or preventing officials from completing pre-race inspection will result in disqualification from that event and any additional penalties prescribed by the MOWA Competition Committee
 - IV. Technical Inspection may also take place throughout the event
- b. Engine
 - I. 410 Cubic inch limit
 - II. No double overhead cam engines
 - III. No titanium cranks or rods
 - IV. No super or turbo chargers
 - V. One spark plug per cylinder
 - VI. Two valves per cylinder
- c. Fuel
 - I. Methanol based fuel only
 - II. Fuel tanks must have bladders
- d. Car Appearance
 - I. Must resemble a traditional Sprint Car
 - II. No aluminum or titanium frames
 - III. Wheelbase 83-90 inches
 - IV. Seat secured by bolts in 4 locations
 - V. Firewall required
- e. Chassis Construction
 - I. No slip tubing is allowed on the "butt bar"
 - II. If this is present, it must be replaced, welded, or bolted using a 5/16" grade 8 bolt prior to competition
- f. Seats
 - I. MOWA-approved full-containment seats are mandatory as of April 4, 2014
- g. Torsion Arm Stop Retainers
 - I. Torsion arm stop retainers will be mandatory on both sides of the front torsion bar effective April 4, 2014
 - II. The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other approved Torsion arm stop retainer design
- h. Kingpin to Kingpin tethers
 - I. Kingpin to Kingpin tether is mandatory
(C&R or ButlerBuilt Brand are only approved brands as of Jan 1, 2017)
- i. Ballast
 - I. Bolt-on ballast (weight) must be painted white with affixed legible car number and can only be mounted from axle to axle (Addendum C)
 - II. Any car that loses bolt-on ballast at any time will be disqualified
- j. Shocks
 - I. Cockpit adjustable shocks allowed
- k. Bumpers
 - I. Must have front and rear bumpers
- l. Drivelines
 - I. Must be completely enclosed
 - II. Torque tube hoop or strap is required
 - III. No carbon fiber torque tubes

- m. Wings
 - I. Flat Wings must not exceed 25 square feet
 - II. Wicker bill may not exceed 2 inches
 - III. No “dished” wings
- n. Brakes
 - I. One front and one rear brake required
- o. Drag Links
 - I. Must be tethered to frame
- p. Front Axles
 - I. Must be steel
 - II. Recommended front axle tubing 2 3/8” with a minimum .095” wall thickness
 - III. Front Axle Tethers are recommended.
- q. Wheels
 - I. Maximum right rear width of 18 inches
 - II. Maximum left rear width of 16 inches
- r. Wheel Covers
 - I. Recommended that wheel covers have a minimum of five (5) mounting points
 - i. Wheel covers with five (5) mounting points may still use steel dzus fasteners
 - ii. Wheel covers with three (3) mounting points recommended to use minimum 5/16” flanged steel bolt and an approved fastening (nut assembly) system
 - a. Keyser Manufacturing, part #100 7-101 available at Hoosier Tire Midwest
- s. Tires
 - I. Hoosiers must be run on all 4 corners
 - II. Front
 - i. 85/8.0-15 D12, D15, D20
 - III. Left Rear
 - i. 15.0/90-15 H12
 - ii. 15.0/92-15 H12, H15
 - iii. 15.0/94-15 H12, H15
 - iv. 15.0/96-15 H12, H15
 - IV. Right Rear
 - i. 105/16.0-15 H15, H20, Medium
 - ii. 105/18.0-15 W18
- t. Muffler
 - I. Not required unless mandated by track (notice will be given)
 - II. If mufflers are required and fall off anytime during an event, driver will be disqualified for that event
 - III. Inserts will be allowed
- u. Driver Apparel
 - I. Flame retardant driver’s suit (SFI 3.2A/5), gloves, and shoes are mandatory
 - II. Full face SA SNELL 2010 approved or better helmets required
- v. Driver Restraint System
 - I. 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)
 - II. Seat belt restraint systems shall be installed and used in accordance with manufacturer’s instructions
 - III. 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
 - IV. **A seven-point harness is recommended**

- V. Any entered car that has a Driver Restraint System that has an expiration date greater than two (2) years old will be issued a deficiency slip and have one (1) week to correct the deficiency or the offending car will not be allowed to compete

w. **Communications/Electronics**

- I. Raceceivers are mandatory
 - i. A working Raceceiver is considered part of your safety equipment
- II. Two-way electronic communication devices are prohibited
- III. No traction control devices
 - i. MOWA Series officials reserve the right to confiscate any ignition box and tachometer (pair) at any time provided a like replacement part is made available to the competitor
 - ii. Any competitor may present an anonymous \$50 protest fee to MOWA Series officials to confiscate any ignition box and tachometer (pair) at any time provided a like replacement part is made available to the competitor
- IV. Electronic/computer engine, fuel or chassis controls are prohibited

2. Race Procedure

For 2018 we will both use a qualifying and passing point system depending on the event and circumstances. Format will be announced prior to the event. We will supplement this version of the rulebook with a more spelled-out version of each format in the near future. Below is a summary of each.

Qualifying: We will follow the IRA qualifying format, except we will have multiple B-Mains if necessary instead of a C and B Main.

Passing Points: Heats will be lined up according to pill draw. Points will be awarded following heats based on start/finish position using the ASCS passing point format. All heat winners and the top passing point cars to 8 total cars will redraw for the first 8 positions in the feature. (if 2 heats – both heat winners and top 6 in passing points, if 3 heats – the three heat winners and top 5 in passing points etc.). The rest of the feature will be filled according to passing points. B-Main cars will line-up by passing points. Transfer cars will fill out remaining A-Main spots according to B-Main finish.

3. Special Rules

- a. Special rules for specific events along with the race format will be announced in advance
- b. All purse money will be administered by Last Chance Promotions
- c. Standard Events
 - I. Standard Events will follow all aspects of the MOWA Sprint Car Series Race Procedure Manual
 - II. All Tow Money will be disbursed to the Top 10 utilizing funds allocated by the MOWA Sprint Car Series
- d. Co-Sanctioned Events
 - I. Co-Sanctioned Events may deviate from the MOWA Sprint Car Series Race Procedure Manual
 - II. All Tow Money will be disbursed to the Top 10 utilizing funds allocated by the Event Promoter
 - III. All registered drivers that attempt to qualify will earn a minimum of 50 points and will earn any additional points earned above 50 points
- e. Non-Points Events
 - I. Non-Points Events may deviate from the MOWA Sprint Car Series Race Procedure Manual
 - II. All Tow Money will be disbursed to any attending cars with preference given to the ranked Top 10 utilizing funds allocated by the Event Promoter
 - III. No points are awarded and registered drivers are not required to attend

4. Season Points

- a. Event finishing points are awarded to the driver according to the attached points chart (Addendum B)
- b. A bonus of one point for each finishing position improved from the start will be added for the A-Main
- c. A car that attempts to compete in either the Fast Dash, a B-Main or the A-Main will receive a total of 25 show up points
 - I. Any driver that attempts to compete but does not start a Fast Dash, a B-Main or the A-Main will receive

10 show up points

- d. Total points for an event consists of show up points, heat points, finishing points and passing points
- e. A driver must be a MOWA member prior to the start of an event to receive any season points for that event
- f. A driver must compete in 75% of the races to be eligible for season points fund
- g. Rookie of the Year
 - l. To be eligible for Rookie of the Year, a driver must declare prior to the pill draw of their first event that they intend to compete for Rookie of the Year.

- II. A rookie driver must meet the following criteria:
 - i. Driver must have qualified for less than 15 MOWA Sprint Car Series A-Mains
 - ii. Driver may not have previously won a 410 Sprint Car A-Main in any National or Regional Touring Series
 - iii. Driver may not have previously won the MOWA Sprint Car Series Rookie of the Year Award nor attempted to earn the award more than twice
 - iv. Driver must compete in 50% of the races
- h. Product
 - I. To be eligible for any product given away at any event, a driver/or car owner must have purchased a MOWA membership with insurance
 - II. Driver/Owner is required to display required decals of sponsor/product for eligibility
 - III. MOWA requires specific "series" sponsor stickers displayed on car, any car failing to display mandated stickers from any sponsor, will not be allowed to benefit from any funds that particular sponsor provides
 - IV. MOWA sticker and Hoosier sticker must be displayed on outside of both top wing side panel (mandatory)
- i. Tow Money
 - I. The Top 10 in the prior year's season point standings are eligible for Tow Money to be distributed in the first four (4) events
 - II. Beginning with the fifth event, drivers that maintain 75% attendance and Top 10 status are awarded Tow Money
 - III. Top 10 Status begins on Monday and ends on Sunday (i.e. Tow Money is paid for multi-event weekends based on the Top 10 in series standings on the Monday prior to the event and remains based on the "Monday Top 10" through the course of the weekend)

5. Interpretation, Enforcement, Waivers, Membership & Series Credentials

- a. The MOWA Board may alter or amend these rules as necessary to provide for fair and safe competition and may grant waivers in specific instances when deemed appropriate.
- b. All rules decisions on race day will be applied by the Director of Competition in consultation with MOWA staff at the event
- c. The Director of Competition has discretion on race night to apply and interpret these rules consistently with the "spirit of the rule" (see Section 8)
- d. The decisions of the scorers and flagman regarding issues within their area of responsibilities is final
- e. Any waiver granted by the Director of Competition on race night shall be reported to the MOWA board following the conclusion of the event
- f. Membership & Series Credentials
 - 1. Every member that signs in to compete at a MOWA Sprint Car Series event must be either a Full Member or a Temporary Member in good standing
 - 2. All MOWA team members in good standing will be eligible for discounted Pit Passes throughout the season at selected tracks, the series' \$50,000 secondary medical insurance policy through K&K Insurance, the series points fund, any contingency awards, and Tow Money
 - 3. To remain in good standing, all Members agree to act in a professional manner including but not limited to verbal representation, written representation, any conduct that may represent the Midwest Open Wheel Association, the sport of Sprint Car racing and/or motorsports in general and/or any affiliates
 - 4. Full Membership
 - A. \$100 per season
 - a. Discounted \$75 memberships may be offered until a designated time prior to the first scheduled event
 - 5. Temporary Membership
 - A. \$25 per event (paid at Pill Draw)
- g. Banquet & Series Awards
 - 1. Banquet attendance is mandatory for the receipt of point fund and/or any bonus post season awards

2. Any driver that is not present at the banquet forfeits 50% of his or her points fund and/or any bonus post season awards
3. In the event of a forfeiture, the driver has the right to submit a written appeal to the Board of Directors

6. Race Procedures

a. Car Entry

- I. Once a driver attempts to qualify for an event by Time Trial attempt that is the final assigned car/driver combination for the event
 - i. No car changes of any kind are allowed once that car/driver combination attempts to qualify as defined in 6.a.I

b. Chief Starter

- I. The MOWA-appointed Chief Starter will be in control of all on-track events
- II. Any ruling made by a flagman or track official during a race will be final

c. 8-Minute Warning Horn

- I. Generally, an event will be broken into thirds, the Heat Race portion, the Fast Dash/B-Main(s) portion, and the A-Main portion
- II. Prior to each segment, MOWA Sprint Car Series officials will sound an 8-Minute Warning Horn
- III. Any competitor that is not ready to race at the end of the 8-Minute Warning Horn period once your event is called to the track will be docked one (1) row for that event
- IV. A-Main
 - i. Unless the facility does not allow, all A-Mains will be staged on the racing surface
 - ii. At the completion of 8-Minutes, race teams must have their cars presented either rolling at the back of the line at the entrance of the racing surface or rolling to and/or stopped in position on the racing surface and ready for push-off

d. Scoring

- I. The entire field must complete a lap before a single file restart occurs
- II. When a yellow or red flag is displayed, scoring terminates
- III. After the completion of the first lap, a lap will be considered complete if the entire starting field minus any cars involved in the act that causes the caution period crosses the start/finish line (Timing & Scoring will always have discretion)
- IV. Except for when there are 5 or fewer laps remaining, all lapped cars will go to the tail of the field in running order and receive a lap back. (Lucky Dog)
- V. With 5 or fewer laps to go, all lapped cars will go to the tail of the field in running order but will not receive a lap back.
- VI. Leaving the track - If a car leaves the track during green flag condition the decision to allow it to rejoin the field following a race stoppage immediately thereafter shall be at the discretion of officials, but typically when a car exists the racing surface it will not be allowed to rejoin the race except for special circumstances.

e. A-Main Work Area

- I. Generally, every effort will be made to have a designated Work Area at each event
 - i. Only two (2) crew members will be allowed in the A-Main Work Area from each team
 - ii. It may be an area away from your personal pit space or it may be your personal pit space
- II. No refueling is allowed in the A-Main Work Area unless during a designated Open Red Flag / Fuel Stop
- III. Guaranteed A-Main Work Area Repair Time
 - i. The A-Main Work Area will open once the initial green flag is displayed to the field
 - ii. Once a car arrives in the designated A-Main Work Area, the race team will be guaranteed two (2) minutes to make any repairs – for the first half of the A-Main

- iii. Once the one-to-go signal is given to the field, either via signal from the flagstand or over the one-way radio, no cars may return to the track from the A-Main Work Area until the next available race stoppage
 - iv. It is the responsibility of the driver to do everything in his/her power to ensure that their disabled vehicle reaches the A-Main Work Area in the fastest possible time
 - a. Any driver whose feet touch the racing surface will not be granted any Guaranteed A-Main Work Area Repair Time
 - b. Any driver who attempts to obstruct the crash recovery process either of their own car or of a competitor's car may be subject to further penalties as determined by MOWA Sprint Car Series officials
 - IV. Race Team's Responsibility in the A-Main Work Area
 - i. Allowing a Race Team to staff the A-Main Work Area is a privilege and is for the purpose of servicing a/any disabled racecar
 - ii. The A-Main Work Area is a designated area determined by MOWA Sprint Car Series officials and is classified as a "restricted area" on the grounds of the event venue
 - iii. The Race Team is responsible for all actions of all crew members that participate in the A-Main Work Area
 - a. Any member of the Race Team that leaves the designated area and/or enters the racing surface without the direction of a MOWA Sprint Car Series official will be ejected from the Work Area
 - i. Subsequent offenses may cause the Race Team to lose the ability to staff the A-Main Work Area
- f. Control Car
 - I. The control car is the car that the starting field will use as a reference point for lining up prior to an event
 - i. The control car is either a designated pace vehicle or it is the car that is assigned the front row pole position
 - II. Once the field is given the command over the one-way radio to assemble into double-file order, the field will line up as efficiently and safely as possible using the control car as a reference point and will refrain from excessive hot laps
 - III. Once the field is in proper formation, the command will be given on the one-way radio that the race will start the next time by the flagstand
 - IV. A driver that engages in excessive hot laps that causes a disruption in the event may be penalized to the rear of the field by the MOWA Sprint Car Series flagman
- g. Green Flag - When the green flag waves, it constitutes the beginning of a race, even if the initial lap is not completed
 - I. Initial Start
 - i. Initial start should have rows roughly even
 - ii. The race begins when the pole car passes the start line in turn 4. The pole car starts the race.
 - iii. Aborted Start Violations will be assigned as follows:
 - a. First Aborted Start = Free restart for the entire field, field is warned over one-way radio
 - b. Second Aborted Start = Second row comes forward and first row becomes second row
 - c. Third Aborted Start = Offending driver will be immediately disqualified from event
 - II. Restart
 - i. A restart cone will be used
 - ii. The leader may begin accelerating after passing the apex of turns 3 and 4.
 - iii. Drivers that pass before the cone, hit the cone, or go below the cone will be assigned an Aborted Start Violation as follows:
 - a. First Aborted Start = Offending driver will be immediately moved back two positions

- b. Second Aborted Start = Offending driver will be immediately moved to rear of restart field
 - c. Third Aborted Start = Offending driver will be immediately disqualified from event
 - iv. "Passing before the cone" is defined as any car that breaks the plane of the rear bumper of the car ahead of them at the restart cone
- h. Yellow Flag - Proceed with caution, DO NOT PASS, DO NOT RACE BACK TO THE START/FINISH LINE
- I. When the yellow flag is displayed, pull up to the car directly in front of you, whether it be lapped or not and form a single-file line, nose to tail
 - II. Officials will correct the line-up when they receive it from the scorers
 - III. Drivers who fail to get into a single file order or do not go to assigned spot by officials will be sent to tail of field or disqualified
 - IV. 360 Spin – Whether a 360 spin causes a yellow flag condition shall be at the discretion of race officials.
 - V. Caution Rules
 - i. Initial Push
 - a. Once a car fires its engine after an assist from a safety vehicle, it is considered ready for competition in that event
 - ii. Additional Push
 - a. Once the original one-to-go signal is given to the field, any car that fires its engine after an assist from a safety vehicle that is in addition to the Initial Push for any reason will go to the rear
 - iii. Two Push Rule
 - a. Any car that requires a second assist from a safety vehicle that is in addition to the Initial Push will be disqualified from the event
 - b. Credit will be given for all laps scored up until the point of disqualification
 - iv. Safety Discretion
 - a. A competitor stop at the nearest MOWA Official for examination of a safety-related issue during a race stoppage.
 - b. If MOWA Officials determine the car is safe to continue, the car will not be charged an "Additional Push" and will be re-aligned where it was scored on the prior completed lap
- i. Red Flag – The race is being stopped, slow your car and bring it to a stop as quickly and safely as possible
- I. Except in rare instances, a Red Flag situation is considered closed
 - II. Cars involved in the Red Flag condition may return to the A-Main Work Area to make repairs
 - i. Cars returning from the A-Main Work Area under Red condition must be ready to restart with the rest of the field – we will not wait
 - III. DO NOT drive through a RED crash scene
 - IV. Any car that stops with contact is considered involved
 - i. Drivers that spin to avoid a wreck and do not make contact will get their spot back and will not be charged with a caution
 - V. 40-Minute Fuel Stop Clock
 - i. Once the first car pushes off for the A-Main, MOWA Timing & Scoring will start the 40-minute clock

- a. The 40-minute clock stops if no motors are fired during a Red Flag period
 - i. If the 40-minute clock expires, a Fuel Stop will occur at the next race stoppage
 - ii. The MOWA Sprint Car Series Flagman will display the designated Fuel Stop Flag from the starter's stand (either a White Flag or a Diagonally Split Red & Yellow Flag)
 - iii. Once all cars have stopped and all crews are in position, an Air Horn will sound to start the 2-Minute Fuel Stop Clock
 - iv. Crews from the A-Main Work Area (only two (2) crew members) will have two (2) minutes to perform refueling and add/or add/remove air from tires
 - v. At the end of the 2-Minute Fuel Stop Clock, an Air Horn will sound a second time and crews are required to return to the A-Main Work Area
 - vi. Any crew that continues to service the car after the track returns to caution condition and cars begin to push off will be considered to have entered the A-Main Work Area and will be realigned for the restart accordingly
- j. Black Flag
 - I. Pull safely OFF the track and leave the racing surface without causing a yellow
 - II. Something is wrong with your car that is jeopardizing the safety of yourself and your fellow drivers
 - III. Failing to acknowledge a black flag is automatic disqualification
 - IV. Disqualification
 - i. Minor Driving Violations
 - a. Drivers that are disqualified for Minor Driving Violations, such as the Two (2) Yellow Rule or multiple restart violations are awarded the position at the time they are forced to leave the track
 - ii. Major Driving Violations
 - a. Drivers that are disqualified for Major Driving Violations (i.e. rough driving) are awarded no points or pay for the event and may be subject to additional penalties prescribed by the MOWA Series Competition Director
 - iii. Mechanical
 - a. Drivers that are disqualified due to mechanical and/or technical infractions during pre-race and/or post-race inspection are awarded last place points and pay for the event(s) completed
- k. White Flag
 - I. One (1) lap to go before the completion of a race
 - II. If a yellow or red flag is needed on this lap, when racing resumes there will be a GREEN AND WHITE, CHECKERED, finish
- l. Checkered Flag - The race has been finished
 - I. Yellow/Checkered
 - i. An incident has occurred on the track after the checkered has been shown to the leader
 - ii. The cars crossing the line prior to the yellow flag will be scored as finished
 - iii. The remainder of the field will be scored from the previous lap, except for the cars involved in the incident, they will tag the last scored lap
 - iv. Weather, curfew, or track conditions can also cause a yellow/checkered
 - II. Red/Checkered
 - i. Same as yellow/checkered, however, the incident is more severe and cars need to stop immediately and follow normal "closed" red flag procedures, the race is over
 - III. In an event where the A-Main race is stopped before its posted distance, it will be deemed an official race if more than half the distance has been completed
 - i. If a race is stopped prior to that point, one half of the points and pay for that event will be based on the position at the time the race is stopped with the other half allocated equally among all A-Main cars.
- m. If a race is made up due to a rain out the lineup will be filled as was before, if a driver change is done the position goes to the car not the driver, if a driver change is made then that car will start at the rear of the field

7. Conduct

- a. Any driver who stops his car on the track to protest or initiate an argument will be disqualified.
- b. Fighting WILL NOT be tolerated! Any driver deemed the instigator in any “physical” altercation may be penalized as deemed appropriate by the MOWA board
- c. Blatant incidents of rough driving will be subject to penalty, disqualification and/or suspension
- d. Anyone who destroys MOWA or race track property, abuses or threatens MOWA officials, and/or enters the scoring tower to debate a scoring decision is subject to penalty, disqualification and/or suspension.
- e. If a protest is needed or a rule needs reviewed, you must submit it to the Competition Director and that rule will be brought to the rule committee’s attention, but it will not be changed that night, unless it is a safety rule, any other rule will be reviewed for following year

- 8. Spirit of the Rule** – These rules are intended to create fair competition among members. The overriding goal of MOWA is to encourage participation in MOWA events without unnecessarily punishing or disqualifying participants. All reasonable efforts will be made to find a way to allow participation without creating a situation that is unfair to others. The preferred method of enforcement is a warning and agreement for corrective action prior to the next MOWA event. MOWA officials will periodically check compliance with these rules as time and opportunity permit. By entering a car in a MOWA event, a driver represents that to the best of his knowledge his car conforms to these rules. While the rules are intended to be interpreted and enforced in a manner to encourage participation to the extent possible, any blatant disregard for a MOWA rule will not be tolerated.

Addendum A – MOWA Modified Passing Points System

MOWA Passing Points Grid												
	<- STARTING POSITION ->											
FINISH	1	2	3	4	5	6	7	8	9	10	11	12
1	100.0	105.0	110.0	115.0	120.0	125.0	130.0	135.0	140.0	145.0	150.0	155.0
2	91.5	93.0	98.0	103.0	108.0	113.0	118.0	123.0	128.0	133.0	138.0	143.0
3	83.0	84.5	86.0	91.0	96.0	101.0	106.0	111.0	116.0	121.0	126.0	131.0
4	74.5	76.0	77.5	79.0	84.0	89.0	94.0	99.0	104.0	109.0	114.0	119.0
5	66.0	67.5	69.0	70.5	72.0	77.0	82.0	87.0	92.0	97.0	102.0	107.0
6	57.5	59.0	60.5	62.0	63.5	65.0	70.0	75.0	80.0	85.0	90.0	95.0
7	49.0	50.5	52.0	53.5	55.0	56.5	58.0	63.0	68.0	73.0	78.0	83.0
8	40.5	42.0	43.5	45.0	46.5	48.0	49.5	51.0	56.0	61.0	66.0	71.0
9	32.0	33.5	35.0	36.5	38.0	39.5	41.0	42.5	44.0	49.0	54.0	59.0
10	23.5	25.0	26.5	28.0	29.5	31.0	32.5	34.0	35.5	37.0	42.0	47.0
11	15.0	16.5	18.0	19.5	21.0	22.5	24.0	25.5	27.0	28.5	30.0	35.0
12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0

*Starting position is figured based on the original draw - we do NOT recalculate once the cars hit the track

*Driver that earns points FIRST wins a TIE | *If you scratch (DNS), you receive ZERO (0.0) Points

*If you 1) Elect to start on the rear or 2) Miss the Draw, you will only receive Finish Position Points (DIAGONAL)

*If you know you want to start in the rear (rookie, car isn't running right), don't draw! Please ask to start the rear!

Addendum "B" – Season Finish Position Points

Finish	Heat Race	A-Main	Show-up	
1	10	65	Start a Main (A, B, C)	25
2	8	60	Attempt	10
3	6	56		
4	4	52	Passing Points (A-Main)	
5	2	48	1 per improved position	
6		45		
7		42		
8		39		
9		36		
10		33		
11		31		
12		29		
13		27		
14		25		
15		23		
16		22		
17		21		
18		20		
19		19		
20		18		
21		17		
22		17		
23		17		
24		17		
25		16		
26		15		
27		14		
28		13		
29		12		
30		11		
31		10		
32		9		
33		8		
34		7		
35		6		
36		5		
37		4		
38		3		
39		2		
40		1		

NO BALLAST AREA

