

2025
AMERICAN RACER MODIFIED SERIES
HEARTLAND MODIFIED TOUR
NORTHERN LIGHTS MODIFIED SERIES
GENERAL RULES, REGULATIONS & PROCEDURES



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PREFACE:

THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF EVENTS AND, BY PARTICIPATING IN THESE EVENTS, ALL RACEWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF USRA, HEARTLAND MODIFIED TOUR, AND AMERICAN RACER MODIFIED SERIES EVENTS AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.

Throughout the Rulebook, several references are made for products to meet certain specifications (i.e. SFI Specs, FIA, Snell, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, FIA, Snell, etc. program, and voids such certification and therefore will not be accepted by Heartland Promotions LLC.

The United States Racing Association shall hereafter be simply referred to as the USRA throughout the rules description. USRA official(s) shall include all personnel employed as an official by the sanctioning body and/or participating racetrack.

This series handbook applies to the "Heartland Modified Tour" the "American Racer Modified Series" and the "Northern Lights Modified Series" which are all owned and operated by Heartland Promotions LLC. The "Heartland Modified Tour (HMT)" the "American Racer Modified Series (ARMS)" AND/OR the "Northern Lights Modified Series (NLMS)" shall hereafter be referred to as "Series" or "Heartland Promotions" throughout the rules description. Heartland Modified Tour, the American Racer Modified Series, and Northern Lights Modified Series official(s) shall include all personnel employed as an official by Heartland Promotions LLC.

As an officially recognized and sanctioned regional touring series under the USRA banner, ALL USRA GENERAL RULES, REGULATIONS, AND PROCEDURES WILL APPLY TO ALL HEARTLAND MODIFIED TOUR, AMERICAN RACER MODIFIED SERIES, AND NORTHERN LIGHTS MODIFIED SERIES EVENTS. Competitors are advised that some abbreviated versions of the USRA General Rules are used and stated here within the Heartland Modified Tour General Rule book, and it is heavily encouraged that they obtain and abide by a complete copy of the USRA GENERAL RULES, REGULATIONS, AND PROCEDURES HANDBOOK. A complete copy can be found at www.usraracing.com

Any rules or guidelines in addition to those in the USRA rule book will be written herein. These rules and/or regulations will apply to all Heartland Promotions LLC racing events. Heartland Promotions LLC officials have full authority over said sanctioned racing events. In the event of any dispute, the Series Director's decision will be final. Changes and additions to 2024 Heartland Modified Tour and American Racer Modified Series General Rules, Regulations & Procedures Handbook are underlined and highlighted in red. All participants and officials are expected and required to be familiar with the definitions and details within.

All race cars are subject to be inspected by the Series Technical Director at any time during the event.

Heartland Promotions LLC reserves the right to alter or amend these rules and/or regulations at any time without notice.

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SECTION 1: DEFINITIONS

- 1.1 **Racecar:** An automobile designed solely for competition on oval racetracks, controlled from within by a driver.
- 1.2 **Automobile:** A vehicle which carries its own motor and operates on four non-aligned complete wheels, of which two are used for steering and two for propulsion.
- 1.3 **Vehicle:** A manufactured locomotive device propelled by constantly taking real support on the earth's surface whereas the propulsion and steering are under the control of a driver aboard the vehicle.
- 1.4 **Driver:** The person controlling the operation of the racecar. The driver is expected to understand how to operate the mechanisms which control the speed, direction and braking of the racecar.
- 1.5 **Participant:** A person directly involved in the mechanical operation and/or management of a racecar, including, but not limited to, drivers, crew members, racecar owners, sponsors and their family members.
- 1.6 **Event:** A USRA-sanctioned competition between two or more drivers and their racecars. An event shall consist of practice (hot laps) and actual racing contests.
- 1.7 **Official:** An official shall be any person participating in the exercise of authority for enforcing or interpreting these rules. The official may also make judgments concerning the conduct of participants and declare penalties for breaches of these rules, as well as perform technical inspections on any racecar. The combination of officials may vary from week to week and from one racetrack to another.
- 1.8 **Promoter:** An entrepreneur who oversees the operations of the racetrack, either as a tenant or owner of the facility. Furthermore, the promoter is the person responsible for the implementation of rules, hiring staff and financial compensation to participants.
- 1.9 **Cockpit:** The volume of the racecar which accommodates the driver.
- 1.10 **OEM:** An original equipment manufacturer (OEM) manufactures products or components that are purchased by another company and retailed under that purchasing company's brand name. OEM refers to the company that originally manufactured the product. OEM replacement parts are those which have been manufactured by another company to the same specifications as the OEM parts.
- 1.11 **EIRI:** Except in rare instances.
- 1.12 **Disqualification/ Disqualified** – driver/ team will not be allowed to take any further part in competition from that point on within a given event. No Points or Prize Money will be awarded in the event of a Disqualification whenever it occurs during a particular event.
- 1.13 **Black Flag** – If the black flag is displayed, the driver that the flag is being displayed toward must exit the track immediately. If the driver fails to comply, they will no longer be scored from the point the black flag was displayed. In both cases, the driver will be scored last in the running order.
- 1.14 **Cancellation** – changes to the schedule where an event or group of events is canceled, not rescheduled, and therefor will not be contested.
- 1.15 **Postponement** – an event has been delayed or cannot be contested as originally scheduled and will take place at a later date.
- 1.16 **Provisional** – a performance-based exemption for a driver who did not qualify for an A-Main through preliminary events.

SECTION 2: GENERAL RULES

- 2.1 USRA rules shall apply at all events. All participants are subject to the rules of the USRA and are expected to know the rules. These rules are a guideline as to what is permitted and/or not allowed. If these rules do not explicitly say it is permitted, then you must contact the USRA to identify if the part in question is permitted for competition. An expressed ignorance of USRA rules by any participant will not be recognized as a valid argument for failure to comply with USRA rules. Some tracks/series may have amendments, additions, or other adjustments to the rules for a class. Promoters must make these differences clear, in writing, always posted online and available to drivers. Drivers should verify rules packages with racetrack/series prior to competing at an unfamiliar venue.
- 2.2 Approval of any racecar by an official shall mean that the racecar is approved for participation in the event and shall not be construed in any way to mean that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it further declared that officials and/or the USRA shall not be liable for any mechanical failure, nor for any losses, injuries or death resulting from the same.
- 2.3 All drivers must be at least fourteen (14) years of age (proof of age required). Drivers under eighteen (18) years of age are required to have a signed and notarized Parental Consent Form. The Parental Consent Form must be signed by a parent or legal guardian and must be received by the USRA prior to participation of the driver in any event.
- 2.4 The USRA may require any driver to undergo a physical examination by a licensed health care provider prior to being allowed to participate in any event.
- 2.5 No equipment or racecar will be considered as having been approved by reason of having passed through inspection unobserved.
- 2.6 All racecars must be able to join the race lineup on demand.
- 2.7 The USRA reserves the right to add to, delete, supersede, or modify any rule, exhibit or drawing that the USRA deems necessary for the conduct of events and/or safety of participants. All amendments are effective on the date of publication by the USRA regardless of when a person subject to the rules receives actual notice of the amendment.
- 2.8 Every driver must inspect the racing surface and the track area to learn of any obstructions or other defects which, in the driver's opinion, presents an unsafe condition for competition. The driver shall report any unsafe condition in writing to an official. Any driver that competes in an event is considered to have inspected the track surface and surrounding perimeter to determine that all conditions are satisfactory. If the driver does not feel that the conditions are satisfactory, the driver should not compete in the event. The driver further acknowledges that he or she is aware that auto racing involves risk, and that by competing in an event, the driver assumes these risks with full awareness and responsibility.
- 2.9 All drivers are responsible for registering their racecar for each event to ensure their respective starting position in each event.
- 2.10 The USRA and/or promoter reserve the right to refuse to accept the entry of any racecar, driver, or participant. Furthermore, the USRA and/or promoter reserves the right to revoke or cancel any entry, or any participant's claimed right to be on the racetrack's premises, if it is determined that a participant's presence or conduct is not in the best interest of the sport of auto racing, other participants, spectators, track management and/or employees of the USRA.
- 2.11 Lighted signaling devices, hand signals or any other equipment or methods used for communication during an event between a non-competing participant and a driver is not allowed.
- 2.12 Officials require drivers to utilize a one-way radio with no scanning capabilities to enable audio communication from official(s) to drivers only. Furthermore, racecars must be fitted with a timing transponder. All other radios and any other devices used for transmitting or listening are not allowed on the racecar.
- 2.13 Computers are not allowed on the racecar. This includes, but is not limited to, electronic traction control devices. Any driver found to be using traction control will be subject to a minimum fine of five thousand dollars (\$5,000) and up to a lifetime suspension from all events.
- 2.14 Decisions of the USRA are final and binding without exception.
- 2.15 These rules have been set by the USRA and are subject to change without notice. All promoters will be informed of any changes to these rules after the date of publication, and those changes should be made available to drivers at each racetrack and/or announced at the drivers' meeting. The USRA will publish amendments to these rules on the USRA website at usraracing.com.
- 2.16 Unless specified otherwise by another rule, a driver will earn the minimum show-up points (45 for track and regional, 90 for national) if he or she is disqualified during an event.

SECTION 3: USRA CONDUCT POLICY

- 3.1 Participants will conduct themselves as professionals. Any conduct or actions by a participant deemed inappropriate and/or unsportsmanlike by the USRA shall be grounds for disqualification and/or punitive action by the USRA. This will be strictly enforced.
- 3.2 Drivers are responsible for the conduct and actions of their car owners, crew members, sponsors, and family members.
- 3.3 Alcohol & Substance Abuse Policy**
 - 3.3.1 The USRA Alcohol & Substance Abuse Policy prohibits the misuse of alcohol, prescription drugs and any other substance used in a manner that affects safety or impacts the integrity of the competition, including, but not limited to, illegal or performance enhancing substances. All USRA participants are responsible for whatever goes into their body.
 - 3.3.2 The USRA may test any participants whose performance at a USRA event potentially affects the safety of themselves, other USRA participants, spectators and/or guests.
 - 3.3.3 Participants are prohibited from using, having in their system, possessing, purchasing, selling and/or participating in the distribution of any drug that is illegal to possess, use and/or distribute by the laws of the United States of America and/or any of its 50 states, regardless of the amount, at any time. Illegal acquisition and/or illegal distribution of any prescription or over-the-counter medication are strictly prohibited at any time.
 - 3.3.4 Violation of this Substance Abuse Policy shall be cause for immediate and indefinite suspension.
 - 3.4 Any participant who defies or violates the intent or spirit of the USRA rules shall be considered to have engaged in unsportsmanlike conduct and shall be dealt with accordingly and swiftly by the USRA.

SECTION 3 HP: HEARTLAND PROMOTIONS LLC SERIES CONDUCT POLICY

- 3.1HP The Heartland Promotions LLC series conduct policy is an expansion of USRA's conduct policy and shall be enforced at all Series events.
- 3.2HP The Heartland Promotions LLC is a professional organization and will conduct itself so in its dealings with everyone including but not limited to: fans, drivers, team members, series sponsors, team sponsors, tracks, series personnel, and the Press. The Series therefore expects the same from its Drivers, Team Members and Team Sponsors. The Series organizers and officials reserve the right to take disciplinary action against anyone who brings the Series into disrepute by their actions, either on or off track.
- 3.3HP In the event of any felony conviction of a driver, team member or team sponsor, this may result in disciplinary action of a minimum one-year ban from the Series. If banned, this will begin with the date of the conviction or the date of the completion of any incarceration after said conviction, whichever date occurs last.
- 3.4HP Disciplinary action may also include, but is not limited to, the right of the Series organizers and officials to suspend either temporarily or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of the Series organizers and officials, may have resulted in, or may result in, harm or detriment to either Series or its events.
- 3.5HP The decisions made, and disciplinary actions taken, by the Series organizers and officials hereunder shall not be appealed on by the driver, team member or team sponsor affected thereby.
- 3.6HP Unsportsmanlike Conduct:** Any driver/ crew member/ participant found by Series officials to have or become engaged in unsportsmanlike behavior, or any inappropriate behavior is subject to penalty. This includes any aggressive action toward a series official by a driver/ crew member/ participant including arguing, yelling, or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are belligerent, offensive or detrimental to the Series and/or its officials. Drivers are always solely responsible for the actions of all team members. If a team member shows unsportsmanlike conduct, Series officials may penalize the driver for the actions of the team member in addition to any penalty to the team member for his/her actions. This may be in addition to any disciplinary action received from the USRA.
- 3.6.1HP Any physical confrontation (fighting) in the pit area among competitors and/or crew members is strictly prohibited and will be subject to discipline from Heartland Promotions, and/or USRA.

- 3.6.2HP Drivers, crew members, team members, and race participants are strictly forbidden from storming and/or entering the scoring tower during a race event. This will result in, at minimum, an automatic black flag for the driver responsible. Any grievance should be brought to series officials at an appropriate time.
- 3.6.3HP Crew members, team members, and any race participants are strictly forbidden from walking on to, riding on to, or otherwise breaching the racing surface during a caution period. This will result in, at minimum, an automatic black flag for the driver responsible. In the event of a serious accident requiring the attention of family members, track and series officials will get those individuals to the accident scene as quickly as possible.
- 3.7HP Alcohol & Substance Abuse Policy:** No driver or crew member may be under the influence of alcohol, drugs or any other controlled substances while competing. The Series reserves the right to require drug testing to assist with its enforcement of the Series' no alcohol and no drug policy. Decisions on drug testing and disciplinary action are at the sole discretion of the Series.
- 3.7.1HP Disciplinary action for a first offense will include immediate ejection from a track/event, a fine of \$1,000.00, and a 90-day suspension from all series events. This is in addition to any disciplinary action received from the USRA.
- 3.7.2HP Disciplinary action for any subsequent offense will include immediate ejection from a track/event, a fine of \$5,000.00, and an indefinite, but not less than a minimum of one full calendar year, suspension from all series events. This is in addition to any disciplinary action received from the USRA.

SECTION 4: TECHNICAL INSPECTIONS

- 4.1 At all events the first four (4) finishers in the main event—and any other racecars as instructed by officials—are required to report to a designated area after the completion of the main event where post-race technical inspections will be performed. **All Series competitors' vehicles will be governed by the current year USRA Modified Rule book, Body Diagram, and Frame Diagram.**
- 4.2 At the discretion of officials overseeing an event, any participant may be disqualified by the official(s) for violation of any USRA rule, equipment and/or conduct deemed to be hazardous to other participants or officials.
- 4.3 All racecars are subject to inspection by an official at any time. Any driver who refuses to allow any inspection by an official, or terminates an inspection in progress, shall be subject to a fine of one thousand dollars (\$1,000), suspension from all Heartland Promotions events for fourteen (14) days, loss of all points earned to date for the current year and forfeiture of all cash and/or awards earned at the event. This is in addition to any disciplinary action received from the USRA.
- 4.4 Any illegal part discovered through inspection any time after the driver signs in to compete in that event can be confiscated by an official and must be forfeited by the driver. Any driver's racecar that is caught with any illegal part during pre-race inspection is subject to the same associated penalties and will not be entitled to any refund of any money. A driver discovered to be using illegal parts of any kind shall be subject to a cash fine, suspension from all events, loss of all points earned to date for the current year and forfeiture of all cash and/or awards earned at the event. Confiscated parts may be sent to the manufacturer for inspection. Failure by the driver to surrender any illegal part for confiscation shall result in a separate penalty, in addition to other applicable penalties under this rule.
- 4.5 All measurements must be made with the racecar as-is after exiting the racetrack while the racecar is stationary on a surface which is as close to flat and horizontal as permitted by the terrain of the space, with front tires straight and driver remaining in the racecar.

SECTION 5: AWARDS & DECALS

- 5.1 Approved USRA sponsor decals must be displayed in required locations on the racecar for the driver to participate in any USRA prize money, points funds and/or contingency awards which require specific decals and/or decal placement for eligibility.
- 5.2 All decals shall be distributed by the USRA or series, along with a description of each sponsor's program, decal placement requirements and contact information.
- 5.3 In order to be used in competition by a driver in any event and/or be eligible to earn points or points funds, all racecars in all classes must display the approved decals in the required location(s) as described in the USRA Decal Placement Guide.

- 5.4 In addition to USRA decals and award programs, drivers competing with any Heartland Promotions Series who wish to be eligible for series points fund and/or contingency awards will be required to display the correct Series Decal on their racecar during competition. Any additional required decals for contingency awards will be posted on the series website.
- 5.5 Driver may have to submit a photograph of his/her racecar in competition to be eligible for contingency awards.

SECTION 6: USRA LICENSES & POINTS FUNDS

- 6.1 All drivers competing in an event (**including ARMS, HMT, and NLMS events**) must possess a valid USRA license. The purchase of a USRA Competitor License provides supplement insurance coverage above covered medical expenses.
- 6.2 The cost of a USRA Competitor License for the 2025 calendar year is \$130 for Modifieds. All license fees will increase by \$20 beginning March 3, 2024. Purchase directly from the USRA by calling (515) 832-6000 or online at usraracing.com/register. Competitors may also download the application at usraracing.com/downloads, and then print and mail or fax your completed form with check or credit card information. A service fee of \$5 applies to all credit card transactions. There are no refunds for any license purchase.
- 6.3 Alternatively, drivers may purchase a USRA Temporary License (temp license) for \$10 which is valid for one (1) event only. Drivers opting to purchase a temp license will earn the same points as those with a USRA Competitor License. The purchase of a temp license does not apply toward the cost of a USRA Competitor License if one is purchased later.
- 6.4 USRA Competitor Licenses must be purchased directly from the USRA. Temp licenses must be purchased from the series. **The series will not sell USRA Competitor Licenses and the USRA does not sell temp licenses.**

Section 6HP: ARMS / HMT / NLMS Points Fund

6.1HP Series Championship Points Fund

1 st	\$ 7,500
2 nd	\$ 4,500
3 rd	\$ 3,500
4 th	\$ 3,000
5 th	\$ 2,500
6 th	\$ 2,400
7 th	\$ 2,300
8 th	\$ 2,200
9 th	\$ 2,100
10 th	\$ 2,000

- 6.2HP Driver must attend in person and file entry for a **minimum of 80%** of scheduled and completed events to be eligible. The above series points fund break down applies to **EACH** series. The American Racer Modified Series, Heartland Modified Tour, and Northern Lights Modified Series will receive their own championship and top ten points fund payouts.

- 6.3HP **Championship Points Tie Breakers:** Any ties in series championship points will be decided by the following in this order.

- 1) Most A-Feature Wins
- 2) Most Top-5 Finishes
- 3) Most Top-10 Finishes
- 4) Total number of events entered
- 5) Highest finisher in most recent event

- Should a position still be tied after exhausting all 5 tiebreakers, the tied drivers shall "share" the higher tied position (ex. 2nd & 3rd both tied – will "share" series runner up award) and the payout for both positions will be added together and paid out evenly between the two drivers.

- 6.4HP **Championship weekend appearance:** As a series, it is our desire to have the opportunity to recognize our series champion in person at our season ending event. Not only do we want the opportunity to recognize you for your support, dedication, and performance at our events throughout the year. More importantly, we also want to allow the fans, especially on championship night, the opportunity to celebrate our champion as well.

- 6.4.1HP Therefore... in the event the series champion has already been "locked in" prior to the final championship night event, the pending champion's attendance is REQUIRED so that we may recognize him/her as our series champion.
- 6.4.2HP In the event the pending series champion fails to attend the series ending event, they will forfeit 50% of their championship points fund earnings.
- 6.4.3HP **Hardship pass:** In the event a legitimate reason or "hardship" arises preventing the pending championship driver from attending the season ending event, they must call and discuss this with series lead officials for hardship approval. Any hardship approval will be announced to the drivers in attendance at the drivers meeting prior to the event that evening.
- 6.4.4HP Definition of Attendance: the requirement for the pending series champion to attend the season ending event does not require the driver to compete in the event, although that is our desire. In the event the driver cannot compete for whatever reason, we would still like the opportunity to officially recognize that driver as our series champion and to celebrate that accomplishment in person with our fans at our event.

SECTION 7: USRA POINTS SYSTEM

- 7.1 Drivers competing in a Series event may be eligible to earn series, regional, and national points for the class the driver is competing in at the event. Points are awarded to the driver only. Driver substitutions are not allowed.
- 7.2 Series Absentee Provisional:** Per USRA rules a driver may register a one-time-only "absentee provisional" by paying the race entry fee to the series. Upon receipt of the entry fee, the driver will receive credit for attendance and earn the minimum track (if applicable), series, regional and national points for entering the event. If using a provisional, driver is strictly forbidden from competing as a driver in any auto racing event whatsoever on that day. If it is discovered that the driver competed in another event, that driver will lose all series and USRA points accumulated to date.
- 7.2.1 For all Heartland Promotions events, any request for an absentee provisional must be submitted prior to the draw/check in closing for that event. Payment for the requested provisional must be made prior to the driver's participation in his/her next Heartland Promotions event.
- 7.3 Points will only be awarded to drivers at events held and officially reported to the USRA by the series. The series is solely responsible for submitting event results in a timely manner.
- 7.4 To earn points in an event, the driver must, at minimum, be at the facility in person for that event, have checked himself in for competition, and have a race ready car on premises (EIRI).
- 7.5 Competitors will be awarded national, regional and track points at USRA-sanctioned events beginning February 21 and ending September 28. For the Modifieds, one hundred (100) additional national points will be awarded to competitors racing at the USRA Nationals scheduled for October 1-4.
- 7.6 Series Points**
- 7.6.1 Points are awarded at USRA-sanctioned Heartland Modified Tour and/or American Racer Modified Series events designated as such by series promoter.
- 7.6.2 Points will be awarded to each driver in the main event as follows: 1st - 100 points, 2nd - 95 points, 3rd - 91 points, 4th - 87 points, 5th - 84 points, 6th - 81 points, 7th - 78 points, 8th - 76 points, 9th - 74 points, 10th - 72 points, 11th - 70 points, 12th - 68 points, 13th - 66 points, 14th - 64 points, 15th - 62 points, 16th - 60 points, 17th - 58 points, 18th - 56 points, 19th - 55 points, 20th - 54 points, 21st - 53 points, 22nd - 52 points, 23rd - 51 points. All other drivers that start the main event and finish below 23rd are awarded 50 points. All drivers that fail to start (take the green flag) in the main event are awarded 45 points.
- 7.6 National Points**
- 7.6.1 National points are awarded to each competitor in the main event as follows: 1st - 200 points, 2nd - 190 points, 3rd - 182 points, 4th - 174 points, 5th - 168 points, 6th - 162 points, 7th - 156 points, 8th - 152 points, 9th - 148 points, 10th - 144 points, 11th - 140 points, 12th - 136 points, 13th - 132 points, 14th - 128 points, 15th - 124 points, 16th - 120 points, 17th - 116 points, 18th - 112 points, 19th - 110 points, 20th - 108 points, 21st - 106 points, 22nd - 104 points, 23rd - 102 points. All other competitors that start the main event and finish below 23rd are awarded 100 points. All competitors that fail to start (take the green flag) in the main event are awarded 90 points.

- 7.6.2 Hard Charger Bonus: One (1) additional point is awarded to each competitor for each position advanced in the main event from the actual starting position to the official finishing position (example: start 10th, finish 2nd = 8 bonus points).
- 7.6.3 Car Count Bonus: Additional points are awarded at each event for the number of competitors in each division: 0-10 entries earn points equal to actual car count; 11-14 entries earn 12 points; 15-18 entries earn 13 points; 19-21 entries earn 14 points; and 22 or more entries earn 15 points.
- 7.6.4 Track Championship Bonus: Ten (10) additional points are awarded to each USRA track champion as of September 28.
- 7.6.5 National points are awarded to each competitor based on his/her best thirty (30) points-earning events in his/her division.
- 7.6.6 In the event of a tie for first place in the final track, regional or national points on October 4, the champion shall be the competitor with the most wins. Should a tie still exist after wins are counted, the next determining factor(s) shall be top five finishes, and then top-ten finishes, and then total number of events entered, and then the highest finisher in the most recent event(s) until the tie is broken. Competitors that are tied in any other finishing positions shall remain tied. Points funds, if any, for competitors that are tied shall be divided evenly between the competitors that are tied.
- 7.6.7 Points will not be awarded for any "invitational" or "limited entry" event that restricts any eligible competitor to enter and participate in that event.
- 7.6.8 During the USRA Nationals from October 1-4, at Lucas Oil Speedway in Wheatland, Missouri, USRA National points will be awarded only to those in attendance, with competitors earning 100 bonus national points.

7.7 Regional Points

- 7.7.1 Regional points are calculated the same as national points but include only events in each region.
- 7.7.2 Regional points are currently awarded in the Modified, Stock Car and B-Mod divisions only.
- 7.7.3 Additional divisions, if any, and regional alignments will be published prior to March 1.

7.8 Track Points

- 7.8.1 Track points are awarded at all USRA-sanctioned events designated as such by the racetrack promoter.
- 7.8.2 Track points will be awarded to each competitor in the main event as follows: 1st - 100 points, 2nd - 95 points, 3rd - 91 points, 4th - 87 points, 5th - 84 points, 6th - 81 points, 7th - 78 points, 8th - 76 points, 9th - 74 points, 10th - 72 points, 11th - 70 points, 12th - 68 points, 13th - 66 points, 14th - 64 points, 15th - 62 points, 16th - 60 points, 17th - 58 points, 18th - 56 points, 19th - 55 points, 20th - 54 points, 21st - 53 points, 22nd - 52 points, 23rd - 51 points. All other competitors that start the main event and finish below 23rd are awarded 50 points. All competitors that fail to start (take the green flag) in the main event are awarded 45 points.

SECTION 8.0: SERIES ROOKIE OF THE YEAR ELIGIBILITY

- 8.1 Beginning with the 2024 season, a Rookie of the Year winner shall be awarded each season for the Heartland Modified Tour, American Racer Modified Series, and Northern Lights Modified Series. The Rookie of the Year Standings will be maintained based on the series championship points.
- 8.2 Any approved Rookie of the Year Candidate competing in at least 50% of events for either series during the season is eligible for the Rookie of the Year award.
- 8.3 Drivers wishing to compete for the Rookie of the Year Award must indicate their intention by marking the appropriate section on the series registration form.
- 8.4 Eligibility** - The parameters for Rookie of the Year eligibility include but are not limited to:
 - 8.4.1 Any competitor that has not completed 50% or more of any United States Modified Touring Series schedule during any previous season is eligible.
 - 8.4.2 Any competitor that has not completed 50% or more of any Heartland Modified Tour or American Racer Modified Series schedule during any previous season is eligible.
 - 8.4.3 Any competitor that has won five (5) or more total declared Heartland Modified Tour or American Racer Modified Series races in their career is NOT eligible.
 - 8.4.4 Any competitor that has won three (3) or more total declared United States Modified Touring Series races in their career is NOT eligible.
 - 8.4.5 Any past Heartland Modified Tour, American Racer Modified Series, or United States Modified Touring Series Champion or Rookie of the Year award winner is NOT eligible.
 - 8.4.5 Any competitor whose career accomplishments in dirt modified, late model, or sprint car competition, in the opinion of Series officials, exceeds reasonable inclusion into the Rookie of the Year category is NOT eligible.
 - 8.4.6 Series officials have final approval on eligibility.

SECTION 9: STANDARD EVENT PURSE AND FORMAT

9.1 Standard Event Purse

HMT & NLMS 2025 Standard purse

1 st	\$2,000
2 nd	\$1,500
3 rd	\$1,000
4 th	\$800
5 th	\$700
6 th	\$600
7 th	\$550
8 th	\$500
9 th	\$450
10 th	\$400
11 th	\$390
12 th	\$380
13 th	\$370
14 th	\$360
15 th +	\$350

ARMS 2025 Standard purse

1 st	\$2,000
2 nd	\$1,500
3 rd	\$1,000
4 th	\$800
5 th	\$700
6 th	\$600
7 th	\$500
8 th	\$450
9 th	\$400
10 th	\$350
11 th	\$330
12 th	\$310
13 th	\$290
14 th	\$270
15 th +	\$250

For all ARMS / HMT / NLMS EVENTS: All non-qualifiers \$100 Event Entry Fee \$125

*****Event purse is subject to change. If different, each night's purse will be posted prior to the event*****

9.1.1 All A Main Qualifiers (including those qualified via provisional) will receive full pay. You are not required to start the A Main and there will be no automatic "alternates" if an A Main qualifier is unable to race. This is intended to prevent any competitors with badly wounded cars from causing further damage to their vehicle, to keep other competitors safe from said cars, and to fully reward drivers for their performance up to that point in the evening.

9.1.2 A driver, if unable to race, may voluntarily give up an A-Feature starting spot to the next driver in line, but will forfeit A-Feature start pay in doing so. Series officials will not "adjust" pay in favor of a driver who voluntarily forfeits their A-Feature starting spot. Driver to driver negotiations to repay one another to forfeit an A-Feature spot is legal but must be done only with the next eligible driver by B-Main finishing order. This cannot be negotiated by any two drivers at random and cannot be used to "save" provisionals. In this case, both drivers need to alert series officials about the swap immediately.

9.2 Pre-Race Procedures

- 9.2.1 It will be the responsibility of all drivers/ teams to sign in and pay their entry fees prior to the drivers' meeting. The sign-in will be conducted by Series officials at a designated location in the pit area. The pill draw will be closed once the drivers' meeting begins. Drivers/ teams registering after the drivers' meeting will be assigned to the tail of the next on-track event.
- 9.2.2 Each driver must read and decide if he/ she is going to sign the tax registration portion and the competition and enforcement portion of the registration form to be eligible to compete in any Heartland Promotions event. By signing the form(s), the driver understands that the rules, enforcement calls and decisions of Series officials are final. It is a condition of entry that the drivers' registration form is completed and handed in prior to the driver's first series race of the season.

9.3 Entry Fees

- 9.3.1 All drivers/ teams will pay a \$125 entry fee for each event, unless noted and advertised otherwise prior to that event. Special event entry fees may differ. Entry Fee must be paid before a team is allowed to draw.
- 9.3.2 Entry Fees are collected on a race-to-race basis. Each race will be separate. The Entry Fees collected will only be good for that event. Only in the event of a postponement or cancellation can a driver request the entry fee be carried over to a future event.

9.4 Drivers Meeting - It is the responsibility of all drivers to attend the drivers meeting. In most circumstances, the drivers meeting will be held prior to hot laps at a designated location. Any rule, format or schedule changes will be discussed at the drivers meeting. All drivers will be responsible for information discussed at the drivers meeting. The drivers meeting is not a social gathering. Driver and/or team representative attendance and attention are mandatory.

9.5 Scoring Transponders - *REQUIRED*

- 9.5.1 Teams who own and use their own transponders must provide the correct transponder serial number to series officials at driver check in. If a driver/team does not own their own transponder, a transponder can be rented from series officials at all race events. Rental cost is \$20 per event.
- 9.5.2 All scoring transponders must be mounted on or even with the engine mid-plate during racing competition.
- 9.5.3 Recommended mounting instructions for drivers using their own or a series rented G3 Round Top Westhold Rechargeable Transponder: Mount the G3 transponder using a pouch. For the best accuracy, MOUNT THE TRANSPONDER VERTICALLY with the label readable and in an upright position. Mounting the transponder horizontally will result in poor performance. Make sure there is no metal or carbon fiber between transponder and track surface. The transponder must have a clear shot to the ground.
- 9.5.4 For any other Westhold transponder products, please refer to westhold.com for further information and/or specific mounting instructions.

9.6 STANDARD EVENT FORMAT

- 9.6.1 Pill Draw – Each driver will draw a pill at check in. Pills are numbered from 1-100. This pill draw determines the qualifying order. If more than 28 cars are in attendance, field will be split in half for group A/B qualifying.

9.7 Race Breakdown per car count – the evenings races will be broken down according to car count each night.

Breakdown is as follows:

1-27 Entries Qualifying Single group

Heat Races 2 (15 cars or less) / 3 (16 cars or more) – All transfer to A-Main

Re-Draw 1st and 2nd place finishers redraw for A – resets top 6

A-Main Standard 30 laps – Distance may vary

28-40 Entries Qualifying Group A/B qualifying

Heat Races 4 Heat Races – Top 5 transfer to A-Main

Re-Draw 1st and 2nd place finishers redraw for A - 1's reset 1-4 / 2's reset 5-8

B-Main **1 B-Main** - top 4 transfer to A Main

A-Main 24 cars (+provisionals) – Standard 30 laps – Distance may vary

41-48 Entries Qualifying Group A/B qualifying

Heat Races 4 Heat Races – Top 4 transfer to A-Main

Re-Draw 1st and 2nd place finishers redraw for A - 1's reset 1-4 / 2's reset 5-8

B-Main **2 B-Main** - top 4 transfer to A Main

A-Main 24 cars (+provisionals) – Standard 30 laps – Distance may vary

48-58 Entries Qualifying Group A/B qualifying

Heat Races 6 Heat Races – Top 3 transfer to A-Main

Re-Draw 1st place finishers redraw for A – resets top 6

B-Main **2 B-Mains** - top 3 transfer to A Main

A-Main 24 cars (+provisionals) – Standard 30 laps – Distance may vary

58+ Entries	Qualifying	Group A/B qualifying
	Heat Races	6 Heat Races – Top 3 transfer to A-Main
	Re-Draw	1st place finishers redraw for A – resets top 6
	B-Main	3 B-Mains - top 2 transfer to A Main
	A-Main	24 cars (+provisionals) – Standard 30 laps – Distance may vary

**** SUBJECT TO CHANGE AS NECESSARY ****

- 9.7.1 Standard Race Distance: Heat races: 8 Laps (10 laps if 10 or more cars in all heat races)
Mains: 15 laps (10 laps if 14 or less cars in all B-Mains)
A Main: 30 laps (unless otherwise noted in drivers meeting)

9.8 Time Trials

- 9.8.1 Time Trials will determine the lineups for Heat Races
- 9.8.2 Drivers must Time Trial in the order that they drew. If the driver misses their assigned spot, the driver will only receive one (1) lap at the end of their Time Trial group. If they are not present for their single lap at the end of their assigned group, they will be scored with no time and start scratch in their heat race.
- 9.8.3 It is the drivers/ teams' responsibility to be in their Time Trial spot-on time, in most instances, Time Trials will be immediately after Hot Laps.
- 9.8.4 In the case of twenty-seven (27) or less entrants, heads up Time Trials will be used. When twenty-eight (28) or more entrants are registered, a group Time Trial format (Group A/ Group B) will be used.
- 9.8.5 Cars will Time Trial two (2) laps back-to-back. Once the green flag is given to the driver to start the Time Trial run, any car that draws a caution on their first timed lap will be given a single lap at the end of the current group and line up in a designated area to return to the track at the end of that group. Any car that draws a caution on their second timed lap, their time trial session will be deemed complete.
- 9.8.6 Cars will either be weighed &/or teched before or after Time Trials, depending on the layout of the current track, and will be announced at the drivers meeting. All cars that are judged to weigh light by crossing the scales after Time Trials will lose their time and will start at the rear of a Heat Race. If there is more than one car that has been judged light, those drivers will be lined up at the rear of the Heat Races by the Time Trial order.
- 9.8.7 All cars must cross scales at proper weight during Time Trials. There is no burn-off allowance for Time Trials.

9.8.8 Transponder Failure during Time Trials:

In the event of a transponder failure during Time Trials, series officials will install a secondary (series owned) transponder on the front bumper and driver will return to the track at the end of the group for a full two lap qualifying run. Should the new transponder work, the team will be responsible for moving the transponder to the correct placement and mounting near the mid-plate for the remainder of the event. Failure to do so may result in a disqualification for any subsequent event on track. If the transponder that initially failed was a team owned transponder, then the driver/team will owe the series the \$20 rental fee before being paid at the end of the evening.

9.9 Heat Race Assignments

- 9.9.1 Heats will be eight (8) laps without ten or more cars in each race. Heats will be ten (10) laps with ten or more cars in each race **OR** optional race distance as notified in the drivers meeting
- 9.9.2 The number of transfers and Heats will depend on the number of entrants and will be announced at the drivers meeting. In most cases, twenty-seven (27) entrants or less will result in two (2) or three (3) Heat Races; forty-eight entrants or less will result in four (4) Heat Races, forty-nine entrants or more will result in six (6) heat races.
- 9.9.3 No car will be allowed to change Heat Race or B-Main assignment. If it is deemed by the series officials to be a rare and or uncontrollable circumstance, the series reserves the right to allow someone to change their assignment but will start from the rear.
- 9.9.4 Depending upon the number of total entries, ALL finishers from three (3) heats, the top four (4) or five (5) finishers from four (4) heats, or the top three (3) finishers from six (6) heats will transfer to the A- Main. All other drivers, in order of Heat Race finish, will go to either one (1) two (2), or three (3) B- Mains.

9.10 B-Main Assignments

- 9.10.1 B-Mains will be fifteen (15) laps with 15 or more cars, ten (10) laps with 14 or less cars, unless otherwise notified in the drivers meeting.
- 9.10.2 If more than sixteen (20) cars are present for the B-Main, they will be split into two (2) or more B-Mains.

9.11 Provisional and Alternate Starters

- 9.11.1 A maximum of four (4) provisional starters will be allowed in the A-Main. Provisional starters will be the four (4) highest drivers in series points not yet qualified for the A-Main who elect to use a provisional start for that event.
- 9.11.2 **Eligibility:** To be eligible for a provisional a driver must maintain a minimum 80% Attendance with the series for that season to date and must have attempted to "qualify" prior to the A-Main.
- 9.11.3 Any driver can use up to max three (3) Provisional starts per season.
- 9.11.4 Provisional use will begin with the third race event each season. There will be no provisionals available for the first two events of the year.
- 9.11.5 Points: Provisional starters will receive full points for their A-Main finish.
- 9.11.6 Pay: Provisional starts will receive full pay for their A-Main finish MINUS the difference between start pay and Non-Qualifiers pay: Example: HMT and NLMS standard pay shows where prov. starter finishes 10th
- $$\begin{aligned} 400 - (350 - 100) &= \\ 400 - 250 &= \\ \$150 \text{ payout for prov. starter finishing 10th} \end{aligned}$$
- Example: ARMS standard pay shows where prov. starter finishes 10th
- $$\begin{aligned} 350 - (250 - 100) &= \\ 350 - 150 &= \\ \$200 \text{ payout for prov starter finishing 10th} \end{aligned}$$
- 9.11.7 Provisional availability at special events and/or events with special formats may vary. This will be announced prior to that event.

9.12 Promoters Option

The event Promoter has the option to start two (2) additional drivers at the rear of the field. If this option is exercised, the "Promoters Option" starts will receive the same pay scale as Series provisional starters: See above examples.

9.13 RAIN OUT POLICY – BEFORE EVENT

- 9.13.1 EIRI, any race event rained out or cancelled prior to the event starting will not be rescheduled. No points or money will be awarded for these events.

9.14 RAIN OUT POLICY – AFTER EVENT STARTS

If rain interrupts/cancels the program and the series has another date scheduled for later that same season at the same track, rainout may be made up on that secondary date (double show) with approval from both series and track officials. If no secondary date available rain-outs will be handled as follows:

- 9.14.1 If rain falls before heat races are complete, and no second date is scheduled - all series drivers will receive refunds for entry fees, USRA temp lic. fees, pit passes, transponder rentals, ect. No points or money will be awarded for this event.
- 9.14.2 If rain falls after the heat races are complete, before the B-Feature is complete, and no second date is scheduled – the full purse (A-feature & non-qualifier pay combined) will be paid out equally among all drivers. Show up points will be awarded towards season championship.
- 9.14.3 If rain falls after the B-Feature is complete, before the A-Feature is complete, and no second date is scheduled – non-qualifiers receive standard pay. A-Feature purse will be split equally amongst the scheduled 24 starting field.

SECTION 10: ON TRACK PROCEDURES

10.1 One Way Driver Communications

- 10.1.1 Racing Electronics, RaceCeiver, or Nitro Bee one-way radios required AT ALL TIMES; this includes Hot Laps and/or Wheel Packing that may take place. Series officials use the default frequency of 454.0000 at most events. If frequency is different for any event, we will announce that night's frequency and channel number during the driver meeting.
- 10.1.2 The Race Director, Head Scorer, or series officials are the only people permitted to transmit communication over a one-way radio device. Use of any other type of radio is not permitted.

10.2 Flagging Procedures

10.2.1 Green Flag

- i) When the starter displays the green flag, the track is open for racing.
- ii) The green flag signifies the start of any race and/or time trial run.
- iii) Passing will not be permitted before the green flag is displayed at the designated point.

10.2.2 Yellow Flag

- i) When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period. Once the caution flag is displayed, **ALL CARS MUST SLOW DOWN!** Passing will not be permitted during caution period unless instructed to do so by Series officials.

10.2.3 Red Flag

- i) When the red flag is displayed all cars on the racing surface must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident. Cars are not permitted to move for any reason unless instructed by a Series official. Any car that moves during the red flag without permission will be penalized to the rear of the field. Continued movement under the red flag may result in disqualification. Once the accident scene is considered safe and secure, we will allow any cars that need to get to the hot pit area to do so as quickly and safely as possible.
- ii) All red flags are considered closed. No crew members are allowed on the track and absolutely no work of any kind and/or type may be permitted during a red flag period. This excludes the hot pit area.
- iii) During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by Series officials.
- iv) If the race is red flagged due to inclement weather conditions and cars have returned to their pit stall, work and tire changes will be permitted.
- v) Any car during the red flag that visits the hot pit area will be permitted to rejoin at the tail of the field provided they are back on track prior to the drop of the next green flag. Any car during the red flag exiting the racing surface to the pit area will NOT be permitted to rejoin the field.

10.2.4 Black Flag

- i) If the black flag is displayed, the driver that the flag is being displayed toward must exit the track immediately and will be scored in the lineup based on when they left the racing surface. This is not a Disqualification from the entire event, a black flag applies specifically to the current race on track. Drivers will still receive proper points and pay for their final finishing position if in the A-Main.
- ii) If the driver fails to comply, they will no longer be scored from the point when the black flag was displayed, they will be scored in last place and will start the next race according to the last place finish. If this occurs during the A-Main, refusal to acknowledge a black flag may result in an event disqualification.
- iii) Any driver receiving an Event Disqualification, for any reason, from the night's entire event, will be informed of such a decision by race officials. An Event Disqualification **will include** loss of all points & pay for the evening.

10.2.5 White Flag

- i) When the white flag is displayed this signifies that the leader of the race has started the last lap of that event.
- ii) During heat races and B Mains, if the leader takes the white flag and the caution then comes out before the checkered flag is waved, the race is considered complete and all cars will be scored as they last crossed under green, minus any cars involved in the caution being scored at the rear. If multiple cars are involved in the race ending caution, they will be scored amongst each other in the order they last crossed under green.

10.2.6 Checkered Flag

- i) The checkered flag signifies the natural end of a race.
- ii) The A-Main is complete only when the checkered flag is displayed, **AND** the leader crosses the scoring loop. Any caution during the white flag lap of an A Main will result in a Green, White, Checker two lap finish.

iii) If, for any reason, the race incidentally goes one (1) lap short or long, the race is officially over when the checkered flag has been displayed, **AND** the leader crosses the scoring loop.

10.3 Pre-Race Staging

Any driver that arrives late to the staging area, either in the pits, or on the track, may be required to start that event from the rear of the field.

Time Trials: The first six cars for qualifying are due in the lineup area at the time required and discussed in the drivers meeting. All remaining cars are due in the lineup area before the prior set rolls onto the racetrack.

Heat / B-Mains / A-Main: All cars are due in the lineup area at the white flag of the preceding race on track. This includes any support division race preceding the first modified heat race. If the we are the first group out after an intermission, cars are due in the lineup area as soon as intermission is deemed "complete."

10.4 Starts

10.4.1 All original starts will be double file. The driver on the pole sets the pace and the front row starts the race side by side in turn 4. Once the leaders accelerate, the race has started and passing may take place.

10.4.2 Any driver jumping the original start will be penalized straight back one full row (two spots) with all cars then starting in front of the penalized car crisscrossing the line-up back to the front. For example: 2nd place jumps and gets penalized – moves back to 4th. 4th moves to 3rd, 3rd moves to 2nd, and pole sitter stays in place.

10.4.3 No on track warnings. If both drivers on the front row simultaneously false start, the original start will be re-attempted once. If both drivers on the front row default again, the entire row will be penalized one row.

10.4.4 If any driver is penalized to the rear of the field before one (1) complete lap is scored, the remainder of the field will be crossed for double file start.

10.5 Cautions

10.5.1 Caution on First Lap

i) On the original start AND before one (1) complete lap is scored, if only one (1) car stops on track and draws a caution, that car will restart from the rear. If more than one (1) car is involved in a caution before one (1) lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed, and they do not have to visit the hot pit area.

10.5.2 Caution Procedures After First Lap

i) Any car(s) that spins, comes to a stop, or slows to a pace deemed unsafe on the racetrack and draws the caution, will be sent to the rear. This will apply the same in the event there are two separate "incidents" that draw a caution or occur during a single caution period. **"At fault judgement will not be made."**

ii) Any car(s) that become involved in the caution period by spinning into and/or making contact with the original caution car(s) then coming to a rest, will be sent to the rear. **"At fault judgement will not be made."**

iii) Stopping to avoid a wreck – Any car(s) that stops to avoid and **DOES** avoid contact with the original caution car(s) will return to their place in the running order as scored at the time of caution. ***This must be obvious to series officials.*** Also, cars stopping during the caution period to notify track officials of any safety concerns and/or request the legitimate attention of track officials will return to their place in the running order.

iv) Intentional rough driving or wrecking another driver will not be tolerated. Any driver(s) engaged in tactics deemed as **"intentional or above the scope of racing"** will be subject to discipline from series officials. Regardless, all cars involved in any incident that come to a stop on the racing surface will be sent to the rear of the field. If a driver who instigated intentional contact does not stop, he or she will also be sent to the rear of the field. If a "victimized driver" is unable to continue due to severe damage or extremely aggressive contact, the driver who instigated intentional contact may also be black flagged for the remainder of the race. Any additional rough driving between driver(s) involved may result in additional discipline from series officials. ***This is at the sole discretion of Heartland Promotions race officials.***

v) If series officials notice a habitual pattern of rough driving over numerous events from any driver(s) this may also result in additional discipline as necessary.

vi) While under caution, any driver(s) using their car(s) to "hit, bump, cause damage, or otherwise show displeasure" towards another driver while rolling around the track is at risk of being black flagged depending on the severity of the offense. At minimum warnings will be issued over the raceceiver. Should it continue, the offending driver(s) will be black flagged from the race.

vii) While under caution any driver(s) using their car to "hit, bump, cause damage, or otherwise show displeasure" towards another driver who is **STATIONARY AND NOT MOVING** on the racetrack will be automatically black flagged from the remainder of the race. Hitting any stationary car or object on the racetrack on purpose will not be tolerated at any time.

10.5.3 Scoring

- i) Laps will count when the leader crosses the finish line.
- ii) In the event of a caution, each car will line up for restarts in the order of their last completed green flag lap and scored on the lead lap, provided they were not put a lap down under green. To retain position, a car must have been in position for one (1) scored green flag lap.
- iii) Under caution the field will be put into the correct running order in a single-file line. All cars one (1) lap or more down to the leader will be placed at the rear of the single-file line.
- iv) Once the correct running order is established the field will be placed in a double-file restart order. The leader of the race will be placed alone in front of the field. Second place car must choose either inside or outside line making it obvious to scoring officials. The third-place car will line up next to the second-place car after his choice. The rest of field will line up double-file with even placed cars lining up inside and odd placed cars lining up outside of each respective row the rest of the way back.

10.5.4 Hot Pits

- i) Any car, at any time, that goes to the "hot pit" area will rejoin the field at the rear. This includes prior to the drop of the initial green flag once cars have rolled onto the racing surface. Any car going to the main pit area will not be allowed to rejoin the field. "Hot pits" will apply to the A and B Mains only. Any car leaving the racing surface in the Heat races will not be allowed to rejoin the field.
- ii) All cars pitting under caution, in the hot pit area only, will be given **MINIMUM 90 SECONDS** to complete repairs and will be allowed to re-enter the race so long as they are on the racing surface before the green flag waves. Any cars that do not make the initial restart on time may rejoin the race if a caution occurs before another lap is completed. Once a car goes a lap down in the work area, they will no longer be able to rejoin the race. A designated hot pit area will be announced at the drivers meeting. We reserve the right to amend this policy as needed or dictated by the layout of a given racetrack.
- iii) Any driver, or any member of any team who works on any car during any point in the A-Main will be judged to have made a pit stop and will be sent to the rear. Only track or series official(s) may work on cars on the track. If the official(s) are unable to fix a problem, they may send the car to the pits. This rule also applies in the event of an accident.
- iv) A driver that stops and is charged with caution (single car) may proceed to the hot pit area but is not permitted to change tires unless a tire is flat.

10.6 Restarts

- 10.6.1 Delaware style double-file restarts – defined as leader alone on front row with remainder of the field double filed behind the leader. Second place will have the choice of the inside or outside lane making it obvious to scoring officials. The third-place car will line up next to the second-place car after his choice. The rest of field will line up double-file with even placed cars lining up inside and odd placed cars lining up outside of each respective row the rest of the way back. Delaware style double-file restarts will be used during the entire event. Exception: With 5 or less laps remaining in A-Main a single file restart will then be used. During a single file restart, drivers may not pass until they have exited turn 4.
- 10.6.2 In the event(s) of safety concerns due to track conditions, difficulty getting a lap completed after an initial start or restart, or serious time restraint requirements, Series officials reserve the right to forgo use of Delaware style double-file restarts at any time. This decision will be announced to drivers over the one-way radio communication channel and Single-file restarts will be used for the remainder of the race.

10.6.3 For all restarts must be lined up nose to tail. The leader may accelerate at will in turn four (4). During a double file restart all drivers, other than the leader, may not pass until the leader has restarted the race. Doing so will be considered a jump-start. During a single file restart, drivers may not pass until they have exited turn 4.

10.7 Racing Off Track - A driver racing off the racetrack attempting to shortcut the racing surface and to gain a distinct advantage or position may be black flagged and scored last.

10.8 Spin Outs

10.8.1 Any driver who draws two (2) single car cautions during any race (heat race, B Main, or A Main) will be black flagged from that event.

10.9 Changing Cars

10.9.1 At moment a team/driver participates in their "initial qualifying event", the use of a complete secondary (backup) race car at any point during the remainder of the evening is **STRICTLY PROHIBITED**. Once a car has competed in any qualifying event, drivers and crew members may change or repair any component(s) on their primary racecar at any time, but they are **NOT** permitted to switch to the use of a complete secondary race car.

10.9.2 An "initial qualifying event" is defined as time trials, heat race, or the B-Main; whichever a driver competes in first without having taken the green flag of any previous on track event that evening. Example: If a driver discovers an issue with their primary car in hot laps, completely misses qualifying, then they may enter a secondary car as their primary vehicle that night by starting scratch in their heat race. Same thing for the B-Main if they completely miss qualifying and their heat race. Once they take a green flag, they are then prohibited from switching cars the remainder of the evening.

10.9.3 During a multi-day event, a driver may change cars from one day of the event to the next, but they must complete each night of the event with the same car they began that night with

10.9.4 At all events, once the A-Main has pulled away from the starting grid, no car changes will be permitted.

SECTION 11: PURSE MONEY

11.1 Pay to Policy - Purse money will be paid to the payee designated on the Entry Form completed at registration. It is the responsibility of the driver/owner to report the correct tax information to the Series.

11.2 Collection of Purse Money - Each race night it is the responsibility of the driver or car owner to collect any prize monies in the designated payee's name or make arrangements with the Series Director to do so at a later date. It is highly recommended that you collect any prize money every night. Any un-collected prize money from each event will be held by Series officials until contacted by the designated payee to arrange collection.

11.3 Any uncollected prize money will be held no longer than January 1st after the date it was won. At that time, it will be forfeited to the series.

11.4 All race payouts will be handled when the Tech Area has been cleared AFTER THE A-MAIN IS COMPLETE. Pay window will stay open for a minimum of 30 after Tech Area has been cleared.

SECTION 12: DRIVER PERSONAL PROTECTION EQUIPMENT

12.1 Helmets

A helmet certified to Snell SA2015/FIA-8859-2015, Snell SA2020/FIA-8860-2018, SFI 31.1/2015 or SFI 31.1/2020 is **REQUIRED** to be always worn during competition or on the racing surface.

12.2 Head & Neck Restraints REQUIRED - must be worn during competition or for any on track activity, drivers must use one of the two following options -

i) A padded neck support collar certified to SFI Spec 3.3

ii) A head and neck restraint device/ system certified to SFI Spec 38.1.

12.2.2 If using a head and neck restraint device/ system, when connected this system must conform to the manufacturer's mounting instructions, and must be configured, maintained, and used in accordance with the manufacturer's instructions. This includes making sure that the devices certification is valid and not expired.

12.3 Fire Suits

A driver suit certified to SFI Spec 3.2A/5 is **REQUIRED** to be always worn during competition or on the racing surface.

12.4 Gloves

Gloves certified to SFI Spec 3.3 are **REQUIRED** to be always worn during competition or on the racing surface.

12.5 Shoes

Shoes certified to SFI Spec 3.3 are **REQUIRED** to be always worn during competition or on the racing surface.

12.6 Socks

Socks certified to SFI Spec 3.3 are recommended to be worn during competition or on the racing surface.

12.7 Underwear (pant bottoms, long sleeve top, and balaclava)

Underwear certified to SFI Spec 3.3 are recommended to be worn during competition or on the racing surface.

SECTION 13: Alternate Race Format(s)

13.1 In case of unique circumstances, or for special events, Heartland Promotions and/or Host Track officials running the event may revert to an alternate race format. The "Preferred Alternate Format" will be conducted as follows:

- Pill draw at check in w/ pill re-draw at drivers meeting to reset #1 pill
- Heat races lined up by pill re-draw after drivers meeting.
- Passing points awarded and Feature line ups determined by the following passing points chart:

	Start	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th
Finish													
1st		100	105	110	115	120	125	130	135	140	145	150	155
2nd		91.5	93	98	103	108	113	118	123	128	133	138	143
3rd		83	84.5	86	91	96	101	106	111	116	121	126	131
4th		74.5	76	77.5	79	84	89	94	99	104	109	114	119
5th		66	67.5	69	70.5	72	77	82	87	92	97	102	107
6th		57.5	59	60.5	62	63.5	65	70	75	80	85	90	95
7th		49	50.5	52	53.5	55	56.5	58	63	68	73	78	83
8th		40.5	42	43.5	45	46.5	48	49.5	51	56	61	66	71
9th		32	33.5	35	36.5	38	39.5	41	42.5	44	49	54	59
10th		23.5	25	26.5	28	29.5	31	32.5	34	35.5	37	42	47
11th		15	16.5	18	19.5	21	22.5	24	25.5	27	28.5	30	35
12th		6.5	8	9.5	11	12.5	14	15.5	17	18.5	20	21.5	23
Formula: Position points +5 points for each position gained OR -1.5 points for each position lost													

13.2 For some special events, a format that differs from our "Standard Format" &/or the "Preferred Alternate Format" may be used. Any alternate race format will be announced prior to the event.

13.3 Any race event conducted with any alternate format will be awarded as a full points paying race, unless announced otherwise prior to the event.

SECTION 14: Co-Sanctioned Events with USMTS

14.1 Any co-sanctioned event with the United States Modified Touring Series (USMTS) will award show up points only, for all drivers, towards the corresponding series (ARMS, HMT, or NLMS) championship point standings for that event.

SECTION 15: IDENTITY

- 13.0 Any driver entering and competing in any Heartland Promotions LLC event acknowledges and accepts the following: Heartland Promotions LLC and its assigns may use the driver's names, pictures, likeness, and performances in any way, medium, or material. Including without limitations by and through, television, radio air-wave: cable and satellite broadcasts, film productions, videotape reproductions, audio-tape reproductions, transmissions over the Internet and public and private on-line service authorized by Heartland Promotions LLC and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any other Heartland Promotions LLC sanctioned event, and do hereby relinquish all rights there to for these purposes, provided however that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.