



2022 Rule Book

RULES AND REGULATIONS

A. General

1. The rules herein are to provide for orderly conduct and establish minimum acceptable requirements for racing events. All participants in said events are deemed to have complied with these rules. No warranty expressed or implied regarding safety shall result compliance with these rules. The rules are a guide and intended for conduct of the sport and are in no way a guarantee against injury or death to a participant, official, or spectator. The Board of Directors and the Director of Competition shall be empowered to apply the accepted general rules of racing. The Board of Directors will rule on all cases not covered by specific rules. The Board of Directors shall be empowered to approve rule changes to assure racing stays competitive.
2. Any racetrack rules, special event rules, or flagman's actions during the running of the race takes precedence over any conflicting N.C.M.A. events.
3. N.C.M.A. rules apply at all events.
4. All vehicles run at events will be subject to inspection at any time.
5. A vehicle, which has been inspected and approved, shall mean only that it is approved for participation in a competitive event. This shall not be construed in any way to mean that the inspected car is guaranteed mechanically safe or sound. The N.C.M.A. inspector(s)/official(s) will not be liable for any losses, injuries, or death resulting from mechanical failure.
6. A driver may not change cars, unless his/her original car has been scratched for the evening. Any substitute driver will start at the rear of the field regardless of qualifying positions of the car. It is the responsibility of the substitute driver to inform NCMA officials of the change. If not, the car will be disqualified for the night.
7. No driver change will be permitted after the initial start of the any event. After any race's original green flag is dropped, no driver-car combination may be broken.
8. Anyone under the age of sixteen (16) will only be allowed to drive a racecar in an N.C.M.A. event upon review and approval of the N.C.M.A. Board and Officials.
9. Anyone under the age of eighteen (18) must complete a minor release form, prior to driving a race car in an N.C.M.A. event. Said documents must be in the hands of N.C.M.A. and track officials before participation of said individual is allowed.
10. Rookie streamers will be required on all non-members and anyone who is a first-time driver with the N.C.M.A. and will start in the rear of the field. The Board of Directors and N.C.M.A. officials shall reserve the right to not require rookie streamers if a drivers experience and skills are sufficient and meet the requirements of the N.C.M.A. The Director of Competition with input from the Board of Directors shall remove the "Rookie Streamer" when it has been determined that the driver has the ability to compete with other drivers equally.
11. All members agree to abide by the decisions of the N.C.M.A. officials at an N.C.M.A. event.
12. Any protest of an Official/Board decision must be presented in writing to the Driver's Representative prior to the next scheduled event and prior to racing in that event. Protests can be declared by the Owner or Driver of the affected car.
13. Any member, who assaults, insults, or threatens any N.C.M.A. or Track official or anyone serving in an official capacity, may be fined, penalized, and/or suspended as determined by the Board of Directors.

14. Conduct Detrimental to Racing - Any participant or member who, in the judgment of the Director of Competition, or the Board of Directors, is guilty of conduct detrimental to racing and/or to the Northern California Modified Association, on or off the track, may be suspended and/or fined by the Director of Competition or the Board of Directors.
15. Any member who strikes any N.C.M.A. or Track official will be suspended indefinitely and is subject to a fine and/or loss of points earned at that event.
16. Drivers are responsible for the conduct of all persons associated with their race car.
17. Members are responsible for the conduct of all persons associated with them.
18. Any rule infraction that will result in disqualification, monetary fine, or reprimand must be disclosed to the affected member the night that the rule infraction occurs. The official write-up of the rule infraction must be delivered to a member of the Board of Directors in a timely manner after the rule infraction occurred. The Board of Directors shall rule on the rule infraction and inform the affected individual in a timely manner.

B. Memberships

1. All drivers, owners, officers, and officials must be paid up members of the N.C.M.A.
2. Membership dues are: \$125 for Driver/Owner, \$65 for Pit Crew/Officials, \$45 Associate (Non-Voting).
3. All persons participating in an N.C.M.A. event are subject to N.C.M.A. rules whether they are a member or not.
4. Any non-member who races with the club will receive last place monies and no points.
5. Prior to competing in any N.C.M.A event, drivers must complete, read and sign a membership application. Applications for drivers under the age of eighteen (18) must also include parents' signature. The Treasurer will automatically withhold membership dues from winnings if not paid by the end of the second race date.

C. Voting

1. The Board of Directors shall have the final say as to who can vote on any issue.
2. All members are eligible to vote on officers, officials, and any other issue for the betterment of the N.C.M.A., outside the actual construction and/or modification of a race car.
3. Only one vote per car is allowed for: Best Appearing Car, Most Improved Driver, and Sportsman of the Year.
4. Only currently paid-up members, who have actually competed as an owner in at least one race event in the previous season, shall be allowed to vote on any rules concerning the construction of, modification of, or the general preparation of a race car. Only one vote per car is allowed.

D. Rough Driving

1. Rough driving will not be tolerated and N.C.M.A. officials will act accordingly.
2. Rough driving is subject to fine, reprimand, suspension, and/or loss of points as determined by the Board of Directors.
3. In an attempt to cut down on incidents of rough driving, the N.C.M.A. will station two officials on the infield during all racing events.
4. The only contact between race cars allowed will be contact which is deemed accidental by N.C.M.A. officials.
5. Nerfing is not allowed.

E. Car Numbers

1. The combined champion will have preference to the #1.
2. An owner or driver who actually campaigned a car number the previous year shall have first choice to retaining that number except the #1.
3. Car numbers will be given out when yearly dues are paid. After January 31, all numbers will be on a first come – first served basis.
4. The number #86 has been retired in honor of five-time champion Darryl Shirk.
5. Each car will have the car number in at least three places. As a minimum the numbers must be placed on the hood facing forward and on both sides of the tail tank. Numbers must be clearly visible, at least fourteen inches in height, and colored so to be seen in the night light.

F. Yellow Flags

1. N.C.M.A. **DOES NOT** race to the yellow flag.
2. When the yellow flag is displayed, slow speed as lineup will revert to the last completed lap under the green flag. Form single line, so line up can be verified as soon as possible.
3. Any car being involved in or causing the yellow flag will start in the rear.
4. Any car that goes to the pits and has any work done on the car (adds fuel or inflates or changes tires) during the yellow flag will start in the rear.

G. Red Flags

1. When red flag is displayed, stop racing, pull over, and stop in a safe area. No crew persons allowed on track.
2. During red flag no adjustments to car or assistance to driver is allowed. If any adjustment or assistance is given the car will restart in the rear.
3. Restart will revert back to the last completed green flag lap.
4. Any car changing tires or adding fuel must leave the track and restart in the rear.
5. Once the red flag is lifted and the track goes yellow, cars may be push started and resume earned position.

H. Starts and Restarts

1. Original green flag starts will originate coming out of turn four. Starts will double file with the inside car setting the pace. It is the responsibility of the car on the outside to maintain an even start with the inside car.
2. The lead car, on the original green flag, has choice of starting position.
3. Single file restarts. No passing shall be accomplished prior to crossing the designated cone or starting line.
4. If you feel that you are not properly lined up on a restart, stop on the front stretch and talk with an official to verify position.
5. The Director of Competition will address inappropriate or poor restarts.

I. Push Starts

1. Any car push started by a push vehicle, on track at any time after the green flag, except red flag restarts, **MUST GO TO THE REAR. NO EXCEPTIONS!!!**
2. Any car can be assisted by a Quad or ATV as allowed by track rules.
3. **NO HUMAN** assistance allowed.

J. Earning Points

1. Points are on an EARNED basis and are only available for N.C.M.A. members with cars that conform with all race car specifications and rules.

II. RACE CAR SPECIFICATIONS

A. Specific Car Definition:

1. Right hand steering.
2. Rear panhard bar.
3. Center of rear axle to front of motor plate measure 41” or more.
4. Any car that meets all the criteria above will be defined as “Asphalt Specific” and will be governed by the rules in this section.
5. Any car that does not meet all the criteria above will be defined as a “Combo Car”.

B. Chassis

1. Any sprint frame that is tube type frame is acceptable.
2. No aluminum frames. Frames must be constructed using chrome-molly tubing with a minimum thickness of 0.095 for main cage surrounding the driver.
3. 82” minimum to 96” maximum wheelbase
4. Seat must be within center of chassis.

C. Weight

Weight will be used to equalize the engine combinations allowed in this series.

1. Weight will be recorded with driver in car, prepared to race with all safety equipment.
2. Officials reserve the right to adjust the balance of power through weight to provide for better racing. Weight adjustments will only be made at least one week before any event and will be communicated to all competitors.
 - a) Engine/Weight Class A: Two Barrel Carb Spec 360 (combo car) - 1600 lbs. minimum weight.
 - b) Engine Weight Class B: Two Barrel Carb Spec 360 (asphalt car) - 1650 lbs. minimum weight.
 - c) Engine/Weight Class C: Four Barrel Carb Spec 360 - 1700 lbs. minimum weight.
 - d) Engine/Weight Class D: Injected Spec 360 - 1750 lbs. minimum weight.
 - e) Engine/Weight Class E: LS Spec; See “Attachment A” for spec details. 1750 lbs minimum weight.
3. You can be weighed at any time during the event. **Official weigh-in will be completed prior to any points related event.**
4. Any added weight must be in block form or formed to frame, securely fastened to the frame or chassis, painted white with the car number stamped on it and must be mounted no farther than 12" forward of the front engine mount, no further rearward than the back of the seat and in between the frame rails. All added weight must be approved by an N.C.M.A. official before an event begins. A \$50 fine will be enforced if the weight comes off and the car will be disqualified. No weight can be added, moved, or replaced during yellow or red flag conditions.
5. Officials reserve the right to disqualify any car whose weight mounting procedure or location does not satisfy our specifications.

D. Drive Train

1. **ENGINE STARTERS (OPTIONAL)**
2. A bell housing, scatter shield, or other applicable shield is mandatory.
3. No independent rear suspensions allowed.
4. No open drive shafts. Drive shaft torque tube must have a 360-degree hoop.
5. Absolutely no torque arms, suspension parts, or suspension adjustments are allowed from the driver compartment.
6. No 4-wheel drives allowed

E. Engine

1. NO TITANIUM CRANKS, RODS, PISTONS, OR ANY ROTATING MASS. TITANIUM VALVE SPRINGS AND RETAINERS O.K.
2. Small block cast iron or aluminum block allowed. (No Hemi's, no overhead cam allowed)
3. Flat Tappet or Roller Cams are allowed. Roller Rockers and Girdles are legal.
4. Gear drive and dry sump oil systems OK
5. Engines: Cylinder heads OEM spec. Stock OEM valve angle plus or minus 2.0 degrees (GM - 23 degrees +/- 2.0 degrees, Ford - 20 degrees +/- 2.0 degrees, Mopar - 18 degrees +/- 2.0 degrees). Must be single-cam, push rod-rocker arm type.
Class A & B - Holley #4412 or Demon or 9647 Series 500 cfm 2bbl. Carburetor.
Maximum Throttle Bore: 1.6875", Maximum Venturi Bore: 1.375"

- a. Choke horn may be removed
- b. External jets ok
- c. No-Go gauge must not go past venturi

Class C - 4 bbl. Carburetor ((Holley 850 cfm max, Model 4150, Part Number #4781 or equivalent) is permitted with the following requirements:

- a. Combined carburetor spacer and gaskets shall not exceed 1.25"
- b. Choke horn may be removed.
- c. Maximum Throttle Bore: 1.750", Maximum Venturi Bore: 1.5625"
- d. No internal modifications allowed, i.e. polishing etc

Class D - Fuel Injection. 360 CID injected engines must run a restrictor. Restrictors must provide at least two (2) inches of restriction. Heads that meet the OEM spec valve angle must run a 2.100" x 2" depth restrictor. 360 motor more than 2 degrees from stock valve angle must run a 2.000" x 2" depth restrictor.

Class E - The General Motors LS engine is being allowed as a proof-of-concept engine for the 2022 racing season. Future years will be determined by the Board of Directors. Due to the multiple LS motor options available, anyone wishing to run this option must submit their engine specs to and get approval from the Board of Directors prior to participating in a sanctioned event. General specs are outlined in "Attachment A".

6. No Gold Claw type carb allowed.
7. For Class A & B, 4 bbl. intake manifold O.K.
8. The bottom of the carburetor may be no more than 4 inches from the top of the manifold. This is including adapters, spacers, etc.
9. No ram intakes allowed.
10. Coolant catch cans are required.
11. Belly pans required under the motor. Must have either a lip or gasket on all sides.
12. No traction control device(s) of any kind are allowed at any time.

F. Mufflers

1. All cars must have a muffler installed if required by track.
2. All cars must meet track requirements for engine noise.
3. Any car that is too loud during practice and/or time trials will NOT BE

ALLOWED to compete in the race events as dictated by track rules.

G. Electrical

1. Standard Vertex style magnetos with internal or external coils as well as MSD ignition is allowed. Competitor's ignition must be compatible with MSD #8106 box. No special built magnetos allowed. All engine electronics must be mounted in the engine compartment. No engine electronics may be mounted in the driver's compartment except for the tachometer.
2. The use of electronic logic processors to control any function of the race car, and/or system for continuous gathering of data from any function of the race car, with the exception of a tachometer, is strictly prohibited.

H. Fuel

1. Methanol race fuel only. No nitro or nitrous oxide.
2. No electric fuel pumps allowed.
3. No fuel additive of any kind allowed.

I. Bodies

1. Fiberglass, Aluminum or Carbon Fiber bodies are allowed.
2. Quick release fasteners are required for all body components.
3. Bodies must be no wider than inside of tires.
4. If a roof is run it must not be contoured to act as a wing. (Maximum Roof Angle = 15 degrees)
5. An opening must be cut in the roof for access.
6. Roll bars may be used as front window posts.
7. Window nets required both sides (metal buckles are recommended) unless car contains full containment molded seat that protects drivers head and shoulders.

J. Hood

1. Can be no more than 2" wider than front rail.
2. No front wings or spoilers allowed.
Hood must not be contoured to act as a wing.

K. Suspension

1. Torsion bar arms must ride on top of axle.

L. Wheels

1. The number of wheels allowed is 2 front and 2 rear wheels only.
2. Wheel rim width is limited to a maximum of 18 inches, measured between the outer bead seats of the rim. The rim diameter must be at least 15 inches.
3. Approval - The manufacturer must approve all wheels utilized for racing. Standard production steel passenger car wheels will not be permitted. Fabricated and/or split rim wheels must have the specific approval of NCMA technical committee
4. All three-piece wheels must have all bolts in place.
5. Right front wheels must have six pins. Spline wheels are NOT allowed on the right front.
6. Bead locks are allowed and recommended.

M. Brakes

1. All cars must be equipped with a foot operable braking device to safely stop the car. All determinations on safety issues will be at the discretion of the officials. This rule may be updated or changed during the season as deemed necessary by the officials for safety reasons.
2. Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not allowed anywhere in the braking system.

N. Steering

1. Quick release steering wheel required.
2. Pin type must be marked with RED TAPE at top of steering wheel where pin is placed.
3. Steel rod ends are required on the drag link and tie rod. (Recommended for all locations)

O. Front Nerf Bars

1. Minimum 1" O.D. material aluminum, steel, or stainless steel.
2. Must have a minimum of 0.065 to a maximum of 0.120 wall.
3. No wider than frame.
4. No sharp edges or corners allowed.
5. Sprint car type allowed single bar two-point mount.
6. No lead is allowed on, in, or part of the nerf bar.

P. Side Nerf Bars

1. Maximum 1" O.D. material steel or stainless steel.
2. Must have a minimum of 0.065 to a maximum of 0.120 wall.
3. Must extend to center, but not past outside of tires.
4. No sharp edges or corners allowed.
5. Three or four point nerf bars allowed.
6. All four point nerf bars can only have ONE cross bar. It must be from the rear to the center of the bottom rail. They may only have an upright in each corner and in the center.
7. No lead is allowed on, in, or part of the nerf bar.

Q. Rear Nerf Bars

1. Minimum 1" O.D. material steel or stainless steel.
2. Must have a minimum of 0.065 to a maximum of 0.120 wall.
3. No sharp edges or corners allowed.
4. Sprint car type allowed four-point mount required.
5. No lead is allowed on, in, or part of the nerf bar.

R. Tires

Tires must be racing slicks (including left front) and run exactly as they are manufactured. No soaking or softening agents, heating, sipping, or grooving is allowed. Tires to be run will be American Racer.

NO tire bleeders of any kind are allowed.

Engine/Weight Class A & B

RR: 28.0-17.0-15 compound M-130, 131 or 132 LR:
LR: 25.5-13.5-15 compound M-130, 131
25.0-13.5-15 compound M-130, 131
RF: 24.0-11.0-15 compound M-28, 131
25.0-11.0-15 compound M-28, 131
LF: Open. Must be an American Racer

Engine/Weight Class C & E

RR: 28.0-17.0-15 compound M-132
LR: 25.5-13.5-15 compound M-131
25.0-13.5-15 compound M-131
RF: 24.0-11.0-15 compound M-131
25.0-11.0-15 compound M-131
LF: Open. Must be an American Racer

Engine/Weight Class D

RR: 27.5-14.0-15 compound M-32
LR: 25.5-13.5-15 compound M-131
25.0-13.5-15 compound M-131
RF: 24.0-11.0-15 compound M-131
25.0-11.0-15 compound M-131
LF: Open. Must be an American Racer

All tires must be run for a minimum of three consecutive race dates. Combo cars will be allowed to change the right rear after one full race date if desired. All tires will be marked before the start of qualifying and must be run during all points' events on that race date. During the event, if you change either tire after the original green flag you will be put to the back of the full field of cars and be placed one lap down. However, if the tire was damaged by a crash or debris, and if an N.C.M.A. Official or the Director of Competition approves, you can change that tire but must start at the rear of the field. If the tire is a new tire it will be stamped as soon as possible the same day.

All first time or brand-new drivers/owners must have an American Racer right rear tire for their first race. By the second race that a first time or brand-new driver/owner runs he/she must replace the right front tire with an American Racer tire. By his/her third race he/she must replace the left rear and left front tires with an American Racer tire. American Racer will be used through the balance of the season. All drivers have the option of running all

American Racer tires at the beginning of the season.

The outside of the right rear wheel measured from the centerline of the rear axle center section to the outside wheel surface cannot exceed 44 inches. The outside of the right front wheel, measured at the outside wheel surface, can not exceed 44 inches from the centerline of the chassis.

S. Radios

1. One-way communication is required. (RACEceiver FD1600 Fusion or equivalent).
Should a driver fail to wear a device they will be given a warning.
More than one warning could result in a fine as deemed appropriate by the Officials.
2. All communication devices must be set to the N.C.M.A. Official's frequency.
462.9125.

III. SAFETY

A. The items listed in this Safety Category are minimum safety rules set by the N.C.M.A. It is the Ultimate Responsibility of each driver to make his/her car as SAFE AS POSSIBLE. All cars and equipment will be inspected and approved for competition by N.C.M.A. officials prior to the first race event each year.

B. All safety equipment must be S.F.I. approved.

C. Roll Bars

1. Must be mild steel or chrome molly.
2. Minimum 1 ½" x .120" mild steel.
3. Minimum 1 ½" x .095 chrome molly.
4. Corner must be bent. (No mitered joints allowed)
5. Top of roll cage shall be above the driver's head.
6. All roll bars that might come in contact with the driver must be padded with approved roll bar padding.
7. KNEE GUARDS are mandatory.

D. Safety Rules

1. All rules for safety apply.
2. Helmets must be a minimum of Snell 2010 approved. Head and neck restraint is required (HANS, Hutchens, Defender, etc.). Snell 2010 helmet and head and neck restraints that meet SFI 38.1 recommended.
3. Drivers will remain in their car while on the racetrack and wait for emergency personnel to arrive before exiting. However, if the driver is in danger due to fire, liquid spills, or other mechanical or environmental conditions they may exit prior to emergency personnel arriving.

E. Fuel Cell

1. All cars must be equipped with an approved fuel cell or tail tank with bladder.

F. Firewall

1. Firewall required between driver and fuel cell if car has a square tank.

G. Seat Belts

1. Five (5) point seat belts that are SFI 16.1 safety rated. (NO EXCEPTIONS) (this allows for 2" or 3" belts)
2. Sub-belt and arm restraints are MANDATORY.
3. All belts must be in like new condition. Any frayed or unsatisfactory areas found will be reason for replacement.
4. Seat belts must be replaced or re-webbed at a minimum of every five years from issued year.

H. Uniforms, Gloves, Shoes

1. Fire retardant uniforms, gloves, and shoes are MANDATORY.
2. Minimum two layers of protective clothing is required.
3. Head sock or helmet skirts are MANDATORY.

I. Ignition

1. Ignitions must be clearly marked ON/OFF.

J. Batteries

1. Batteries must be securely mounted within the frame rails.
2. Wet type batteries must have cover to protect driver from spills.

K. Fuel Shutoff Valve

1. Fuel shutoff valve must be in plain sight in the driver's compartment.
2. Fuel shutoff valve must be located in easy reach of the driver.
3. Fuel shutoff valve must be marked with bright contrasting color for safety personnel.

L. Fire System

1. On board fire systems are allowed.

M. Fire Extinguisher

1. A fire extinguisher in good operating condition is required in each pit area.
2. Fire extinguishers must be five lbs. or larger.
3. At racing events, the fire extinguisher must be placed at the end of the trailer within EASY ACCESS.
4. Fines of \$5 per night will be enforced if extinguisher is not at end of the trailer.

N. Clothing

1. All association members will follow track rules regarding wearing the proper clothing in the pit area and track boundaries.
2. Officials must wear matching uniforms with official shirts that are professional and neat in appearance.

NOTE: SAFETY RULES CAN BE CHANGED AS NEEDED!!!

IV. TECHING

A. Weigh-Ins

1. All cars will be weighed just prior to the feature event.
2. Once a car has been weighed satisfactorily, future weigh-ins can be ordered by the Tech Official.
3. Any weigh-in ordered by the Tech Official shall be considered an official weigh-in.
4. Whenever the scales are set up, any member can use the scales to check weight or set wheel weights etc. These weigh-ins shall be considered unofficial weigh-ins.
5. All official weigh-ins **MUST** be documented by the Tech Official.
6. The information obtained during unofficial weigh-ins should be **CONFIDENTIAL** to the car owner or driver and is not to be broadcasted to other race crews.
7. Anytime a car is going to be weighed, the pit crew should accompany the car to the scales to assist in positioning the car for weighing. Officials can refuse to weigh cars if no help is forthcoming.
8. All weigh-ins will be accomplished with the driver in the car.
9. Any car not making minimum weight will be allowed to return to the pits, add weight and be reweighed prior to racing.
10. Any car that fails to report to the scales prior to the feature or is unable to make weight will be allowed to race but will start in the rear of the field and receive no feature points and last place money.
11. Any car not making minimum weight will be reported immediately to the Board of Directors.

B. Engine Protests

1. There will be a \$200 tear down (protest) fee. Official tear down will consist of removal of distributor, manifold, and bubble check mandatory. For a complete engine tear down a \$500 fee is required.
2. If the engine is found to be legal, the money goes to the car that was protested.
3. If the engine is found to be illegal, the money goes back to the protester and the illegal car will have a loss of points earned to date and pay for the night will be forfeited to the N.C.M.A.
4. N.C.M.A. officials will have the final say as to order a teardown.
5. The Driver Representative will be present at the tear down. If the car of the Driver Representative is being torn down then the N.C.M.A. Official will choose a Board of Director to be present.

C. Penalties

1. Any new car that is racing for the first time ever with NCMA that does not conform with NCMA rules/requirements as part of a pre-race inspection (legal carburetor, tires, fuel, etc) will be allowed to participate (as long as all safety requirements are met) in the event but will start in the rear of the field and will receive no points for the night and will receive last place money. Said car will have two (2) races to make the car legal and conform to all NCMA rules/requirements.

2. Any car that is not new to NCMA and defined in item #1 above, which does not conform to NCMA rules/requirement as part of a post-race inspection (legal carburetor, tires, fuel, weight, cubic inch, etc) will forfeit all points for the night and receive no money.

V. RACE PROCEDURES

A. Races With Time Trials

1. Qualifying Order
 - a) Will be determined by the “Luck of the Draw”. (Pill will be drawn before entering the track for hot laps).
 - b) Low number will qualify first.
 - c) Any car that arrives after the draw has been completed will qualify first. If the car is not ready when qualifying begins, the car shall qualify as soon as possible, but will receive only one qualifying lap as long as qualifying has not been completed.
 - d) Any car that is not ready to qualify within three positions of its assigned qualifying position shall be allowed only one qualifying lap as long as qualifying has not been completed. The Race Program will not be held up to qualify any car.
2. Trophy Dash
 - a) Will consist of four cars chosen by the officials. Trophy Dash line up will be provided just prior to the race.
 - b) A fifth car will stage as the alternate and will start in the position designated by the officials should they be needed. The rest of the field will be adjusted as appropriate.
 - c) Drivers with rookie streamers will start in the rear.
3. Heats
 - a) Heat races are fully inverted based on qualifying.
 - b) Any car that elects not to run in a Heat race will be started in the rear of the Feature.
 - c) Drivers with rookie streamers will start in the rear.
4. Feature
 - a) Starting positions will be determined by qualifying finishes and “Luck of the Draw” pill will be drawn by the trophy dash winner or Director of Competition or their designee if a trophy dash isn’t run.
 - b) All starts will invert at least one third of the field.
 - c) Drivers with rookie streamers will start in the rear.

B. Races Without Time Trials

1. Trophy Dash
 - a) Will consist of four cars chosen by the officials. Trophy Dash line up will be provided just prior to the race.
 - b) A fifth car will stage as the alternate and will start in the position designated by the officials should they be needed. The rest of the field will be adjusted as appropriate.
 - c) Drivers with rookie streamers will start in the rear.

2. Heats
 - a) Starting positions will be determined by “Luck of the Draw”. (Pill will be drawn before the cars enter the track for hot laps)
 - b) Lowest number will start in front of the Heats. (Alternately)
 - c) Any car that elects not to run in a Heat race will be started in the rear of the Feature.
 - d) Drivers with rookie streamers will start in the rear.

3. Feature
 - a) Starting positions will be determined by Heat Race finishes and “Luck of the Draw” pill will be drawn by the trophy dash winner or Director of Competition or their designee if a trophy dash isn’t run.
 - b) All starts will invert at least one third of the field.
 - c) Drivers with rookie streamers will start in the rear.

VI. POINTS

NOTE: The Feature race will be considered to be an Official race when a minimum of ten laps are completed. All drivers involved in an incomplete feature where the green flag has been thrown will receive thirty points.

A. Point Information

1. NCMA will recognize a Combo Car Champion and Asphalt Specific Champion based on the highest point’s earner in each category.
2. Point sheets will be distributed weekly. Any protest of point totals should be made prior to the following race.
3. Points will be recounted at the end of the year.
4. In the event that no Feature Event occurs, any car that is signed into the pits and the race is cancelled because of rain, power failure, etc. will automatically be awarded twenty points.
5. The top three cars who transfer from a Semi will receive their points in the Feature event. The rest of the Semi field will receive their points by their finish in the Semi starting after the last place in the Feature event.
6. Only one check per car will be written, for any event winnings. The owner of the car will determine who the check is made out to.
7. All end of year ties will be broken by determining who had the most places beginning with Feature wins and progressing in the following order:
 - a) Feature Event Finishes: 1st place, 2nd place, 3rd place, etc.
 - b) Heat Race Finishes: 1st place, 2nd place, 3rd place, etc.
 - c) Qualifying: 1st place, 2nd place, 3rd place, etc.
8. Any car that is signed into the pits and does not take the green flag for the Feature Event will be awarded last place feature points minus ten.

N.C.M.A. Points Schedule

Finish Position		Qualifying	Heats		Feature
1		8	10		50
2		7	8		46
3		6	7		44
4		5	6		42
5		4	5		40
6		3	4		38
7		2	3		36
8		1	2		34
9		1	1		32
10		1			30
11		1			29
12		1			28
13		1			27
14		1			26
15		1			25
16		1			24
17		1			23
18		1			22
19		1			21
20		1			20
21		1			20
22		1			20
23		1			20
24		1			20
25		1			20

ATTACHMENT A

LS Engine Specification for NCMA Competition 2022

1.1. Block

1.1.1. Factory production iron LS blocks only with a maximum displacement of 6.0L (366 cubic inch) plus allowance for 0.030" boring. Block deck may be resurfaced, and block may be bored a maximum of 0.030" over stock. Absolutely no lightening, grinding or defacing of any factory numbers or markings of any kind. Wet sump or dry sump allowed.

1.2. Crankshaft

1.2.1. Stock OEM GM LS crankshaft. Standard grinding to rod and main journals allowed. No other lightening, grinding or polishing allowed except for holes for balancing reasons only.

1.3. Connecting Rods

1.3.1. LS OEM or some aftermarket rods allowed, may be resized to factory spec. No deburring or polishing allowed.

1.4. Pistons

1.4.1. Any flat top piston allowed as well as any ring set. Maximum compression ratio is 10.8:1.

1.5. Camshaft/Lifters

1.5.1. Any camshaft with a maximum of .600 int/.600 ex valve lift. Stock OEM LS GM or aftermarket OEM spec lifters. Stock or stock replacement rocker arms only. No roller tip rockers allowed. Push rods must be stock or stock replacement style.

1.6. Cylinder Heads

1.6.1. Stock OEM LS GM or aftermarket OEM spec heads. No porting, grinding or polishing of any kind is allowed.

1.7. Ignition & Electronics

1.7.1. Stock OEM ignition or aftermarket ignition (as approved by the Board) and ignition controller will be allowed. No electronic monitoring devices capable of storing or transmitting information except tachometer allowed. No electronic traction control devices allowed.

1.8. Injection & Carburetion

1.8.1. Stock OEM LS GM injection system or aftermarket carburetor. If carburetor is must be approved by the Board).

1.9. Intake

1.9.1. Stock OEM LS GM intake is allowed. For approved carburetion the intake must be single plane and run out of the box with no modifications. Carburetion spacing is allowed. The bottom of throttle body may be no more than 2 and 3/8" from top of manifold.