

**Northern California Modified Association (N.C.M.A.)
Pavement Sprint Car Series**

2026 General Rules and Race Procedures

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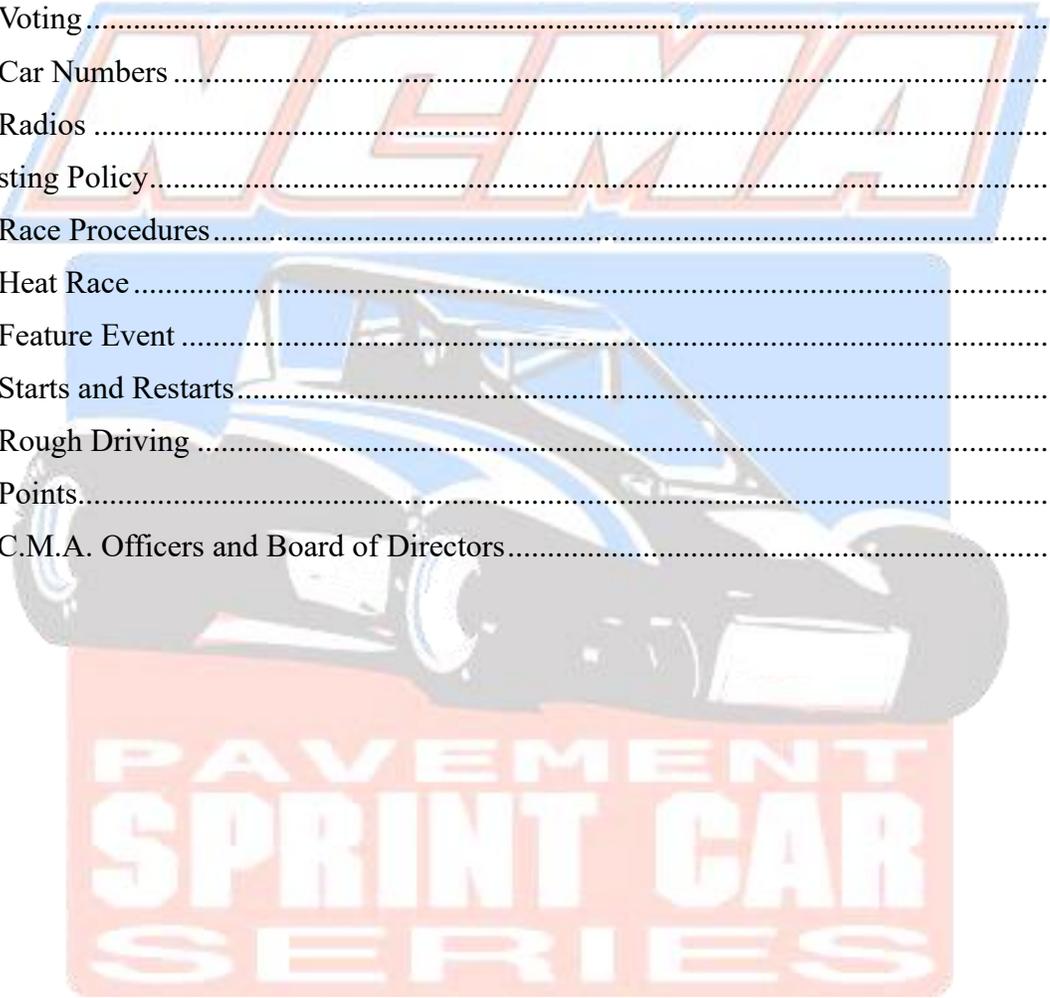
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2026 General Rules and Race Procedures

I. General

A. General

1. These rules herein are to provide for orderly conduct and establish minimum acceptable requirements for racing events. All participants in the said events are deemed to have complied with these rules. No warranty expressed or implied regarding safety shall result from compliance with these rules. These 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 (BOD) and the Director of Competition (DOC) shall be empowered to apply the accepted general rules of racing. The BOD will rule on all cases not covered by these specific rules. The BOD shall be empowered to approve rule changes to ensure 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. rules.
3. N.C.M.A. rules apply at all events.
4. All cars competing at an N.C.M.A. events will be subject to inspection at any time.
5. A car which has been inspected and approved only means 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 held 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 event. Any substitute driver will start at the rear of the field regardless of qualifying position of the car.
7. No driver change will be permitted after the initial start of any race.
8. Anyone under the age of sixteen (16) will only be allowed to drive a racecar in a N.C.M.A. event upon review and approval of the N.C.M.A. BOD and Officials.
9. Anyone under the age of eighteen (18) must complete a minor's release form prior to driving a race car in a 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. All N.C.M.A members agree to abide by the decisions of the N.C.M.A. BOD and Officials at any N.C.M.A. event.
11. Any protest of a BOD/Official decision must be presented in writing to an N.C.M.A. BOD member prior to the next scheduled event and prior to racing at that event. Protest can be declared by the registered Owner/Driver of the affected car.
12. Any member or N.C.M.A. participant who assaults or threatens any N.C.M.A. or Racetrack Official or anyone serving in an Official capacity, will be suspended
13. indefinitely and is subject to a fine and/or loss of points earned to date determined by the N.C.M.A. BOD.

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B. Membership

1. All Drivers, Owners, BOD members, Officers, and Official(s) must be paid members of N.C.M.A.
2. Membership dues are: \$125.00 for Drivers/Owners, \$65.00 for Officials, \$45.00 for Associate Member (non-voting).
3. Any person participating in an N.C.M.A. event is subject to N.C.M.A. rules whether they are a member or not.
4. **Non-members may compete in one (1) N.C.M.A. event without payment of membership dues and will receive any money earned.** Membership dues will be withheld from money earned starting with the second event, and points will not be awarded until dues are paid. prior to competing in any N.C.M.A. event, drivers must complete, read and sign a membership form.

C. Voting

1. The BOD shall have 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 N.C.M.A., outside the actual construction and/or modification of a race car.
3. Only one vote per car is allowed for Rookie of the Year and Most Improved Driver.
4. Only currently paid members, who have competed and earned points in the previous season as a registered owner shall be allowed to vote concerning the modification of a current rule pertaining to the construction, modification, or general preparation of a race car. Only one vote per car.

D. Car Numbers

1. The N.C.M.A. Champion will have preference to the number #1 for the next race season.

E. Radios

1. One-way communication is required. RACEceiver FD1600 Fusion or equivalent. **Frequency 456.6875.**
2. Should a driver fail to wear a devise they will be given a warning. More than one warning may result in a fine as deemed appropriate by the BOD or N.C.M.A. Official(s).
3. All communication devices must be programmed to the N.C.M.A. Official(s) frequency.
4. Two-way radio communication is prohibited.

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II. Testing Policy

This policy is set up as a cost cutting measure to limit teams from testing on a regular basis the week of the upcoming race event.

Policy Outline:

1. First Race - A team can test at any track at any time prior to that team's first NCMA race of 2026. No restriction prior to the team's first race of the year.
2. Second Test - A team can test at any track at any time, one additional time other than its first race of 2026. Essentially, you get two unrestricted tests per year. Teams are to notify the NCMA Series Director of Competition prior to their second unrestricted test day.
3. Six Day Restriction - Teams can test at any track at any time all season, except at the next track on the schedule six days prior to the scheduled race day - unless items #1 or #2 are applied. Example, if the NCMA is scheduled to compete at Stockton on August 8th, a team cannot test at Stockton between August 2nd and 8th, unless they can utilize items #1 or #2.
4. Penalty - If a team violates the Testing Policy as written, the following penalties are in place: 1st Offense: The team will sit out the first practice session on race day. 2nd Offense: The team will sit out the first practice session on race day, be served a \$250 fine and start the feature at the rear. 3rd Offense - The team will not race that weekend.
5. Special circumstances will be considered and these policies may be adjusted by the Board of Directors if deemed necessary.

III. Race Procedures

A. Heat Race

1. The number of heat race's to be determined by car count, or as permitted by the racetrack.
2. One (1) Heat Race – Line up to be set by qualifying times with FULL INVERSION.
3. More than One (1) Heat Race – Line up to be set by qualifying times, Split the Heats into odd/even qualifiers. Alternate heat races from fastest to slowest.

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Example:

12 Cars, 6 Per Heat Race –

First Heat		Second Heat	
11	9	12	10
7	5	8	6
3	1	4	2

4. A driver must start their heat race and finish on the lead lap of their heat race to remain eligible to be part of the main event invert. If a driver is eligible for the invert, but does not finish on the lead lap of their heat race, the best the driver could start the main event would be one position outside the invert.
5. Any first-time competitor with N.C.M.A. will be placed at the rear of the field for the heat race at that event. Feature Event starting position will be determined by evaluation of N.C.M.A. Official(s).

B. Feature Event

1. Line up to be determined by inversion pill draw 4 or 6.
2. Pill draw to be completed after qualifying by fast qualifier or designated crew member from respective team and posted by N.C.M.A. Official(s).
3. All rookie competitors must start at the rear of all events and have a rookie streamer attached to the rear of the cage until deemed unnecessary by N.C.M.A. Official(s).
4. Any car or competitor deemed at any time to be at risk of starting up front by N.C.M.A. Official(s) will be placed at the rear of the field.

C. Starts and Restarts

1. N.C.M.A. will follow racetrack procedures.
2. Any car push-started by a push vehicle, on track at any time after the original green flag, except red restarts, or directed to stop by an Official(s) must go to the rear. Officials to rule on safety issues.
3. **Original Starts** – Double file, pole position controls the start, at no time should second place lag back or be ahead of the pole position before the green waves. Pole position accelerates to start the race at the designating start point. No one is to pull out of line or passes until the start finish line.
4. **Re-Starts** – Single file, leader controls the start, leader accelerates to re-start the race at the designating start point. No one is to pull out of line or passes until the start finish line.

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5. **Yellows** – Line up reverts back to previous green flag lap unless Race Control deems you were the cause of the caution, caught up in the incident, or considered for rough driving.
6. Any car push-started by a push vehicle, on track at any time after the original green
7. flag must restart at the rear – Except for the following; The driver is directed to stop by an Official(s), or the driver stops to report a safety issue.
8. **Two Spin Rule** – If a driver spins unassisted twice in the main event, that driver will be black flagged.
9. **Car Check** - If a car is in question of dropping oil, dragging, or any other issue, we may ask that car to stop low on the front straight-away while under caution so an official can check the car. If the car is clean, it will be re-fired and return to its position on track prior to being stopped.
10. **Safety Report** - If a driver is concerned with track conditions while we are under caution, the driver can stop on the front straight and express their concern to an official, then be re-fired and return to their proper restart position.
11. The safety and well being of the drivers and team members is the top priority at all times - we always need to pursue improvements.
12. **Victory Lane** - Top three to victory lane.

D. Rough Driving

1. To cut down on incidents of rough driving, N.C.M.A. may station an Official(s) in the infield during all racing events.
2. An Official may be an appointed Racetrack or N.C.M.A. Official, or both.
3. Appointed Officials shall report any incidents of rough driving to an N.C.M.A. BOD member. All appointed Officials shall be appointed by the N.C.M.A. President or designated N.C.M.A. BOD member. N.C.M.A. President or designated BOD member shall have final say to outcome.
4. Nerfing will be considered rough driving.

IV. Points

Note: The feature race will be considered an official race when a minimum of ten (10) laps are completed. All drivers involved in an incomplete feature where the green flag has been thrown will receive thirty (30) points.

1. Points will not be awarded until dues are paid.prior to competing in any N.C.M.A. event, drivers must complete, read and sign a membership form.
2. Points are on an earned basis and only available to cars that conform with all N.C.M.A.
3. All N.C.M.A. races will be point races.

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4. All N.C.M.A. competitors must run an N.C.M.A. membership decal on each side of the race car to be eligible for points or payout money earned.
5. All N.C.M.A. competitors must run required contingency sponsored decal to be awarded any contingency money offered.
6. Point sheets will be distributed weekly. Any protest of point totals must be made prior to the following race event.
7. Points will be recounted at the end of the year.
8. If 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 (20) points.
9. Only one (1) check per car will be issued for event winnings. The Owner of the car will determine who the check is made out to.
10. All end of the year ties will be broken by determining who had the most high-placed finishes beginning with Feature Event wins and progressing down.
11. Any car that is signed into the pits and does not take the green flag for the Feature Event will be awarded ten (10) points.

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

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V. N.C.M.A. Officers and Board of Directors

PRESIDENT: LARRY COLLINS

VICE PRESIDENT: JERRY KOBZA

BOARD OF DIRECTORS:

1. DAVID BURCHETT
2. DAVID DIAS
3. TONY HUNT
4. SHAUNA HOGG
5. TYLOR AMADOR

DIRECTOR OF COMPETITION: LARRY COLLINS

TECHNICAL ADVISOR TO THE BOARD: TBA

SARGENT OF ARMS: TYLOR AMADOR

SECRETARY: KERRY FASIC

TRESURER: KERRY FASIG

