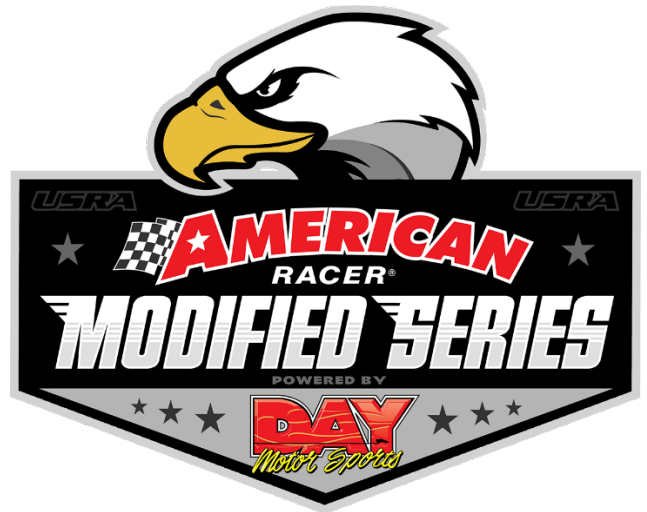


2024 HEARTLAND MODIFIED TOUR AND AMERICAN RACER MODIFIED SERIES GENERAL RULES, REGULATIONS & PROCEDURES



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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 the Heartland Modified Tour OR American Racer Modified Series.

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 the participating racetrack.

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

As 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 AND AMERICAN RACER 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.

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 **Cancelation** – changes to the schedule where an event or group of events is canceled, not rescheduled, and therefore 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 may require drivers to utilize a one-way radio with no scanning capabilities to enable audio communication from official(s) to drivers only. Furthermore, racecars may be fitted with a timing transponder as supplied by an official. 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.
- 3.3.5 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 the track.
- 3.3HP In the event of any felony conviction of a driver, team member or team sponsor, the disciplinary action shall be a minimum one-year ban from the Series. The ban 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 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 offensive or detrimental to the Series and/or its officials. Driver/ Crew Member/ Participants are always solely responsible for the actions of all team members. If a team member shows unsportsmanlike conduct, Series officials may penalize the driver/ crew member/participant 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.

- 3.7HP **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 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 (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 two thousand dollars (\$2,000), suspension from all 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 disciplinary action is per and through 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 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 either Series who wish to be eligible for series points fund and/or contingency awards will be required to display an official 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 HMT & ARMS 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 2024 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.**

- 6.5 To be eligible for USRA national points funds, a driver must have competed in a minimum of fifty percent (50%) of the events held at any one USRA-sanctioned racetrack which hosts a minimum of eight (8) events during the 2024 calendar year. This applies to HMT and ARMS drivers as well. HMT and ARMS drivers will receive national points and be eligible for the USRA national points fund **ONLY IF THEY ALSO MEET THE 50% WEEKLY RACING REQUIREMENT.**
- 6.6 To be eligible for track points funds, drivers must have competed in a minimum of fifty percent (50%) of the events held at the racetrack where the points are awarded.

Section 6HP: Heartland Modified Tour / American Racer Modified Series 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. Per USRA rules, only ONE absentee provisional per driver per year.
- 6.3HP Above series points fund break down applies to **EACH** series. Both the Heartland Modified Tour and American Racer Modified Series will receive their own championship and top ten points fund payouts.

SECTION 7: 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 A driver may register a one-time-only "provisional" start by paying the entry fee for the event to be missed to the series prior to the event. Upon receipt of the fee, drivers will receive credit for attendance and earn the minimum track, regional and national points for entering the event. If using a provisional, the driver is 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 USRA points accumulated to date.
- 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 Points are awarded at USRA-sanctioned events beginning March 1, 2024, through September 30, 2024, except during the Summit USRA Nationals (Rule 7.8.8).

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.

7.7 Regional Points

- 7.7.1 Regional points are the cumulative track points earned within a region (no maximum number of events).
- 7.7.2 Regional alignments will be published prior to March 1, 2024.

7.8 National Points

- 7.8.1 National points will be awarded to each driver 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 drivers that start the main event and finish below 23rd are awarded 100 points. All drivers that fail to start (take the green flag) in the main event are awarded 90 points.
- 7.8.2 **Hard Charger Bonus:** One (1) bonus point is awarded to each driver 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)
- 7.8.3 **Car Count Bonus:** Bonus points equivalent to the total number of drivers in a division are awarded to each driver competing in each class, with the following bonus points awarded to each driver for car count: 10 points (5-10 entries), 12 points (11-15 entries), 13 points (16-20 entries) and 14 points (21 or more entries).
- 7.8.4 **Track Championship Bonus:** Ten (10) bonus national points shall be awarded to each USRA track champion.
- 7.8.5 National points are awarded to each driver based on his/her best twenty (20) points-earning events.
- 7.8.6 In the event of a tie for first place in the final series, regional or national points, the champion shall be the driver with the most wins. Should a tie still exist after wins are counted, the next determining factor(s) shall be top-5 finishes, and then top-10 finishes, and then total number of events entered, and then the highest finisher in the most recent event(s) until the tie is broken. Drivers that are tied in any other finishing positions shall remain tied. Points funds, if any, for drivers that are tied shall be divided evenly between the drivers that are tied.
- 7.8.7 National points will **NOT** be awarded for any "invitational" or "limited entry" event that restricts a legitimate driver to enter and compete in that event.
- 7.8.8 During the Summit USRA Nationals from September 17-21, modified National points will only be awarded at the Summit USRA Nationals, and drivers in attendance in each class will earn 100 bonus national points.

Section 8: 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 both the Heartland Modified Tour and American Racer 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. All competitors who declare their intent to compete for the Rookie of the Year will be informed by email or in writing of final eligibility decision.
- 8.4.7 Rookie of the Year awards will be posted on the Series website before the first race of that season.

Section 9: Standard Event Purse and Format

9.1 Standard Event Purse

1 st	\$2,000	11 th	\$ 330
2 nd	\$1,500	12 th	\$ 310
3 rd	\$1,000	13 th	\$ 290
4 th	\$ 800	14 th	\$ 270
5 th	\$ 700	15 th +	\$ 250
6 th	\$ 600		
7 th	\$ 500	All non-qualifiers	\$125
8 th	\$ 450		
9 th	\$ 400	Event Entry Fee	\$125
10 th	\$ 350		

*****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 "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 In the opinion of series officials, any driver(s) who engage in rough driving or intentionally wreck another competitor to take advantage of this rule will be disqualified without pay from the event and suspended for an additional event. Rough driving or intentionally wrecking another vehicle simply to receive full qualifying pay without having to start the A Main will not be tolerated.

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 an HMT or ARMS series 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 will be 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 Standard Event Format

- 9.4.1 Pill Draw – Each driver will draw a pill at check in. Pills are numbered from 1-100. At the drivers meeting all pills will be put back into the bag and a person will be selected at random to redraw the #1 pill. The pill drawn at the drivers meeting then becomes the new #1 pill. Example: Pill #50 is redrawn. 50 is now #1 therefore 49 now becomes #100.
- 9.4.2 Heat race lineups are lined up based on pill draw results after the redraw at drivers meeting. The lowest pills will start at the front each heat race. The USMTS/USRA Passing points system is utilized for all heat races.
- 9.4.3 Drivers late checking in will be assigned a heat race and start at the rear of the field. Late check ins **WILL** receive both passing & finish points for that heat race.
- 9.4.5 No car will be allowed to change Heat Race or B-Main assignment EIRI. 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.
- 9.4.5 Any car late to the line up area or scratched from a heat race will be dropped to back of the field and they will **NOT** receive any passing points. The remainder line up will be re-set minus the penalized car (crisscross forward).

- 9.4.6 Passing points and finishing points awarded from the drop of the initial green flag (i.e. no passing points via scratched or late cars).
- 9.4.7 Cars penalized for jumping a race start will be moved back one row on track but will not be adjusted in the original line up. Passing points will still apply for all cars via jump start penalties.
- 9.4.8 Any Passing points tiebreakers after the heat races will be awarded to lower pill draw.

9.5 Race Breakdown per car count – the evenings races will be broken down according to car count each night. Breakdown is as follows:

- 1-20 Entries** - 2 Heat races - All Transfer to A (Top 6 redraw)
- 21-24 Entries** - 3 Heat races - All Transfer to A (Top 6 redraw)
- 25-27 Entries** - 3 Heat races – Top 18 in pass pts to A (Top 6 redraw) / 1 B-Main (Top 4 to A)
- 28-35 Entries** - 4 Heat races – Top 18 in pass pts to A (Top 6 redraw) / 1 B-Main (Top 4 to A)
- 36-40 Entries** - 4 Heat races – Top 16 in pass pts to A (Top 6 redraw) / 2 B-Mains (Top 3 to A)
- 41-50 Entries** - 5 Heat races – Top 16 in pass pts to A (Top 6 redraw) / 2 B-Mains (Top 3 to A)
- 51-64 Entries** - 6 Heat races – Top 16 in pass pts to A (Top 6 redraw) / 3 B-Mains (Top 2 to A)
- 65-84 Entries** - 7 Heat races – Top 16 in pass pts to A (Top 6 redraw) / 3 B-Mains (Top 2 to A)
- 85+ Entries** - 8 Heats – Top 14 in pass pts to A (Top 6 redraw) / 4 B-Mains (Top 2 to A)

**** SUBJECT TO CHANGE AS NECESSARY - CHANGES ANNOUNCED AT DRIVERS MEETING ****

9.6 Provisionals: There are two provisionals available for each race. Provisional spots are awarded in the following order:

- 9.6.1 To the two highest finishing non-qualified drivers who have attended a minimum of 75% of races during the current season to date. If more than two drivers eligible for a provisional any given night, the two drivers highest in series point standings to date will be selected.
- 9.6.2 If only one driver is eligible for provisional by rule, the host track promoter will choose the second provisional starter. Any non-qualified driver can be chosen by the host track promoter for any reason. This is not based on finishing order.
- 9.6.3 If no driver is eligible for provisional by rule, Series officials will choose the first provisional starter, and the host track promoter will choose the second provisional starter. Any non-qualified drivers can be chosen for any reason. This is not based on finishing order.
- 9.6.4 All provisional starters will be paid full A Main start money for that event.
- 9.6.5 There is no maximum amount of provisional starts any one driver may receive per season.

9.7 Provisional Exceptions:

- 9.7.1 The first two races of the season – NO PROVISIONALS. We will take an additional two cars via passing points in the heat races to A and transfer the rest from B Main.
- 9.7.2 At any given event, a host track promoter can elect to start any additional provisional starts if they so wish. Track promoter will be informed that all provisional starters are to receive full qualifying pay.

9.8 Standard Race Distance

- A) Hot Laps – 2 laps. Drivers allowed one session per event unless otherwise approved. Will hot lap in groups of 10-15 cars (depending on track size and event) until all cars have completed a session. If a driver does not make it to the staging area before our sessions have concluded, that driver will not be allowed to Hot Lap.
- B) Heat Races – 8 laps each (10 laps w/ 10 or more cars in ALL heat races).
- C) B-Mains – 15 laps. 1 lap per car if between 10 and 15 cars in race.
- D) A-Mains – 30 laps for tracks smaller than half mile. 25 laps on tracks half mile or bigger. Special event distance may vary.

9.9 RAIN OUT POLICY – BEFORE EVENT

- 9.9.1 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.

9.10 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:

- 9.10.1 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.
- 9.10.2 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.
- 9.10.3 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 - 65% paid equally to top 12 qualifiers, 35% paid equally to bottom 12 qualifiers. Show up points will be awarded towards season championship.

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 and Head Scorer 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 last in the running order.
- ii) If the driver fails to comply, they will no longer be scored from the point the black flag was displayed, they will be disqualified from the event, and will forfeit any monies earned for that event.

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) An evening's A-Main is not considered complete until the checkered flag is displayed, and the leader crosses the scoring loop. Any caution flag that occurs during the white flag lap of an A Main will result in a +Green, White, Checkered two lap finish.
- iii) If, for any reason, the race is run one (1) lap short or long, the race is officially over when the checkered flag has been displayed.

10.3 Starts

- 10.3.1 All original starts will be double file. The driver on the pole sets the pace and front row starts the race side by side in turn 4. Once the leaders accelerate, the race has started and passing may take place.
- 10.3.2 Any driver jumping the original start will be penalized back one row. No on track warnings. If both drivers on the front row simultaneously false start, original start will be re-attempted once. If both drivers on the front row default again, the entire row will be penalized one row.
- 10.3.3 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.

10.4 Cautions

10.4.1 Caution on First Lap

- i) Once the green flag is displayed, the race is officially underway. On the original start and before one (1) complete lap is scored, if only one car is involved in a caution and stops on the track, 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.

10.4.2 Caution Procedures After First Lap

- i) In the event of a caution, the car, or cars, involved in the incident that comes to a stop on the racetrack, will be sent to the rear. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck) will be given their position back.
- ii) In the event of either a caution or a red flag, after one (1) start has been attempted, any car that goes into the hot pit area will rejoin the field at the rear. Any car going to the main pit area will not be allowed to rejoin the field. Hot pit will apply to the A-Main only. Any car leaving the racing surface in the Heat races or B Mains will not be allowed to rejoin the field.
- iii) Laps will count when the leader crosses the finish line.
- iv) 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.
- v) In the event of a caution, all lapped cars will line up for the restart at the rear of the field by position on the racetrack, and according to the previously completed lap.

- 10.4.3 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. Do not get out of your car unless you are prepared to resume the race at the rear of the field.

- 10.4.4 During the A Main only - All cars pitting under caution, in the hot pit area only, will be given **TWO COURTESY LAPS to begin when the on-track lineup is deemed correct 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.
- 10.4.5 Under caution the field will be put into 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. Once the correct running order is established the field will be placed in 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.
- 10.4.6 A driver that stops and is charged with a caution (single car) may proceed to the hot pit area but is not permitted to change tires unless a tire is flat.

10.5 Restarts

- 10.5.1 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. Delaware style double-file restarts will be used during the entire event.
- 10.5.2 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.
- 10.5.3 For all restarts must be lined up nose to tail. The leader may accelerate at will in turn four (4). Drivers, other than the leader, may not pass until the leader has restarted the race. Doing so will be considered a jump- start and result in positions being docked by however many cars you pass plus two (2) at the next caution period or at the end of the race.

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

10.7 Spin Outs

- 10.7.1 Any driver that is involved in two (2) single car incidents during any race (heat race, B Main, or A Main) will be black flagged from that event.

10.8 Changing Cars

- 10.8.1 After the heat races are completed and before the A Main begins, drivers and crews 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. Should they be unable to make repairs to their primary car at any time after their heat race, they will be considered a scratch for the remainder of the evening.
- 10.8.2 A driver may choose to change cars after Hot Laps and before the Heat Race begins without penalty.
- 10.8.3 During a multi-day event, a driver may change cars from one day of the event to the next and retain their assigned starting spot for their next scheduled race, but they must complete each night of the event with the same car they began that night with
- 10.8.4 At all events, once the A-Main has pulled away from the starting grid, no car changes will be permitted.

11.0 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.

12.00 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

12.2.1 **REQUIRED** to be always worn during competition or on the racing surface, 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.

13.0 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.